MARCH 28, 1964. VOL. CCLVI. NO. 3330. TWO SHILLINGS AND SIXPENCE

THE SPHERE

Drambuie

PRINCE CHARLES EDWARD'S LIQUEUR

dine with *Deinhard*

Famous since 1794 for the finest still and sparkling Rhine & Moselle wines

CHARLES HEIDSIECK REIMS

Charles Heidsieck

CHAMPAGNE

VINTAGE 1955 and BRUT NON VINTAGE

A DUFF GORDON SHERRY

PRODUCE OF SPAIN

EL CÍD THE FINEST AMONTILLADO

Optrex refreshes tired eyes

SKYWAY hotel

Bath Road, Hayes, Middlesex.

THE HOTEL WITH THE WORLD ON ITS DOORSTEP

Reservations: SKYport 6311. Opposite London Airport.

RUFFINO

THOSE WHO "KNOW" BUY RUFFINO THE CHIANTI

PONTASSIEVE ITALY

From your local Wine Merchant—16/6 large flask—9/- small. Also available at all good hotels and restaurants.

BOTTLED EXCLUSIVELY IN ITALY

J. L. Ruffino

In case of difficulty in obtaining supplies write to the Sole Agents :—

B. WOOD & SON (Wine Shippers) LTD., Market Buildings, 26/8 Mark Lane, London, E.C.3

TIO PEPE

another Sherry from—

GONZALEZ BYASS

ALL CLASSES OF INSURANCE TRANSACTED

CAR & GENERAL INSURANCE CORPORATION LTD.

ROYAL EXCHANGE, LONDON, E.C.3

PUBLISHING OFFICE, INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6

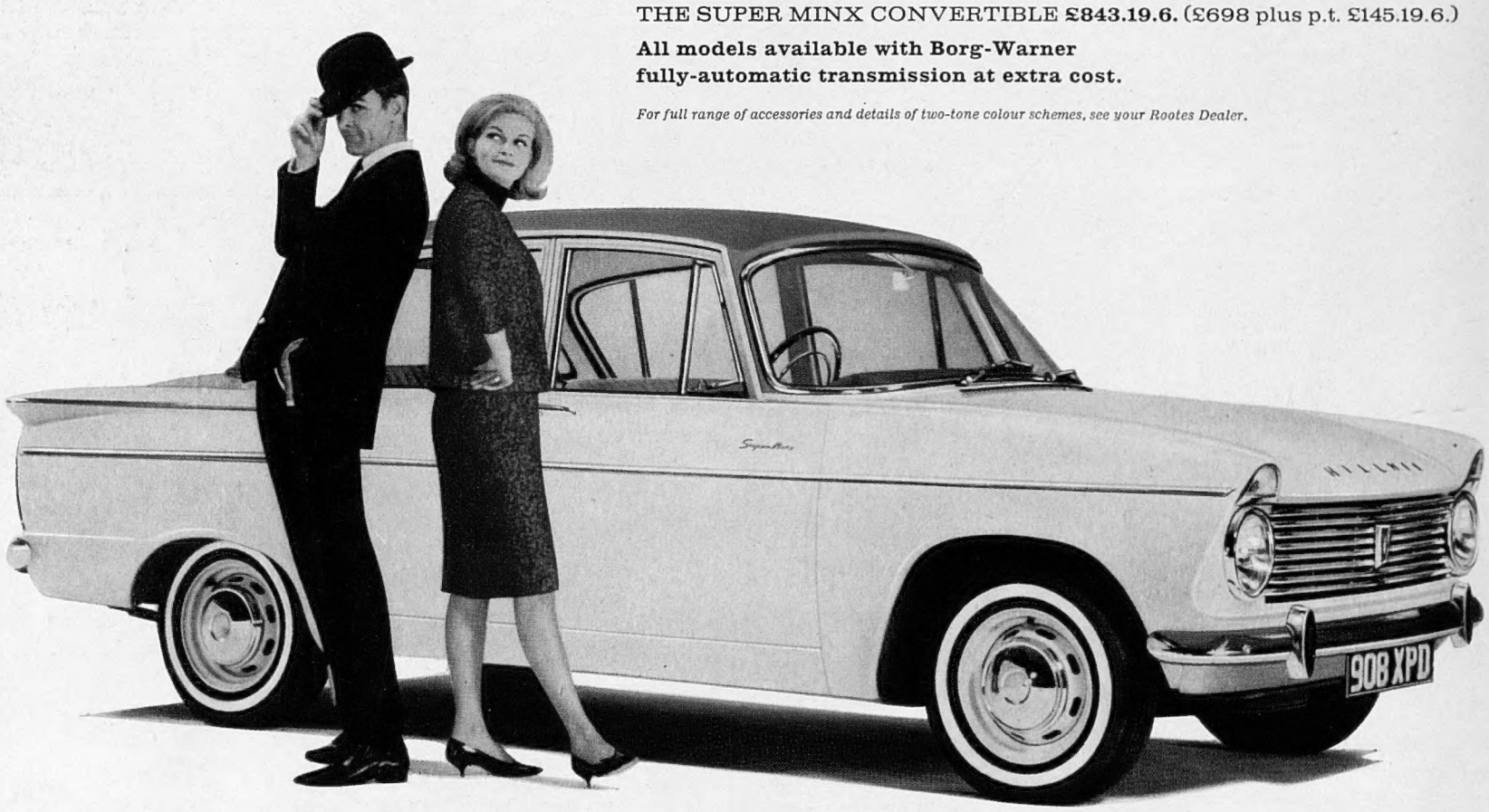
Dear Sir and Madam

Have you ever experienced the luxury of Super Minx driving?
You may think you know what real motoring comfort is like and indeed, if you can afford it, you probably **do** know. But for people without a fortune to spend on a car, the Super Minx will come as a revelation. Before you get in it, **look** in it. Look at the finish. Every prospect pleases. The deep, comfortable seating, the beautifully designed spaciousness. Heater, windscreen washers, padded facia, and sun visors, swivel quarter lights — the Hillman Super Minx comes completely equipped. Now drive it. Here's a car that **really** sits the road at 80. None of this about-to-take-off-feeling. Precise, effortless steering, superb suspension — and big car quietness. This is a quality job by Rootes — lovely to look at, delightful to own and bliss to drive. Try it and see. Hillman **SUPER** Minx — at your nearest Rootes dealer.

HILLMAN SUPER MINX

THE SUPER MINX SALOON **£743.13.9.** (£615 plus p.t. £128.13.9.)
THE SUPER MINX ESTATE CAR **£798.1.3.** (£660 plus p.t. £138.1.3.)
THE SUPER MINX CONVERTIBLE **£843.19.6.** (£698 plus p.t. £145.19.6.)
All models available with Borg-Warner fully-automatic transmission at extra cost.

For full range of accessories and details of two-tone colour schemes, see your Rootes Dealer.



ROOTES MOTORS LIMITED

Hillman Motor Car Co. Ltd., Division of Rootes Motors Ltd., London Showrooms and Export Division: Rootes Limited, Devonshire House, Piccadilly, London, W.1.

Volume CCLVI. No. 3330 LONDON, March 28, 1964

THE SPHERE

With which are incorporated *The Graphic* and *Black & White*

© 1964. Illustrated Newspapers Ltd. *All Rights Reserved*

Postage: Inland, 4½d.; Abroad, 6½d.

SMILES AT THE MANSION HOUSE

Before a luncheon in the Mansion House in the City of London, Prince Albert of Belgium, leading a Belgian Trade Mission to Britain, jokes with the Lord Mayor, Alderman C. J. Harman. With them is Mr Edward Heath, Secretary for Industry, Trade and Regional Development and President of the Board of Trade. In one of his speeches in London Prince Albert spoke of the Common Market's need for Britain. London, he said, is "the incomparable financial centre" the Six requires. The members of the Market would also benefit by having access to Britain's vast experience in dealing with the outside world

WHAT FUTURE FOR CYPRUS?

438 Three weeks ago the Security Council voted to send a UN peace-keeping force to Cyprus and a mediator to try to promote " an agreed settlement." All interested parties accepted this. On the face of it, therefore, " a durable solution " should be possible, if both sides are prepared to compromise. Yet, apart from the difficulties over the peace force and the mediator, there is great pessimism. The reasons emerge when you begin to peel off the onion-skin layers of motive.

President Makarios appealed to the Security Council ostensibly because the sovereignty and independence of Cyprus were endangered by the threat of a Turkish invasion. He was fully backed by Russia. After the UN resolution was passed, the Archbishop described it as " a success in the first phase of our struggle in the international field." Turkey, he said, could no longer intervene by invoking the Treaty of Guarantee.

In fact, the Security Council did not, and could not, upset an international treaty —particularly one which guarantees the sovereignty and independence of a UN member. The Archbishop knows that Turkey can intervene legally only to uphold the Cyprus Constitution—though she might also do so if the Turkish Cypriot minority were pushed too far. The vote for UN action, however, makes it more difficult politically for Turkey to intervene, and that was Makarios's aim. The Greek Cypriot delegation, like the Russians, did not think a peace-keeping force was really necessary. The representatives of both these states took the line that, left to themselves, the Greek Cypriots could soon establish effective, just and democratic government.

Most people by now feel there can be no return to the 1960 Constitution. President Makarios has achieved that too. The Greek Cypriots' case in January was that they had tried to make the Constitution work in spite of the divisive elements in it, the Turkish Cypriot veto, and the injustice—in Greek eyes—of giving 30 per cent. of the administration to an 18 per cent. minority. In November Archbishop Makarios had suggested friendly talks to revise the Constitution. But the Turkish Cypriots, encouraged by Ankara, organised a revolt, which still continues, and their leaders withdrew from the Government.

It is difficult to square this simple picture of the situation with earlier Greek Cypriot statements. Last summer an official Greek Cypriot handbook on the island (with a cover in the Greek national colours) said the Zurich and London settlement of 1959 had been " accepted as a temporary solution in the absence of any other alternative." A Cypriot state had come into being, " but not a Cypriot nation." The Greeks of Cyprus " took up their responsibilities . . . with one hope only: that the right of self-determination will not be long in being applied to them."

There had been ominous signs before this. Eoka terrorism and Turkish Cypriot counter-violence had brought the island so near to chaos that in 1958 Archbishop Makarios volunteered to renounce Enosis (union with Greece) and self-determination, and accept independence instead on condition that the Turks renounced partition. This was the solution embodied in the Zurich and London agreements. Yet even before independence was proclaimed, Archbishop Makarios had said, at a fervent Eoka celebration, that " national struggles " never ended and that " independence " was only a stage on the road to " complete victory."

The Turks and Turkish Cypriots were thus given cause from the start to doubt whether Archbishop Makarios meant to respect the Constitution and Cypriot independence. It is true that the Constitution hammered out by Greece and Turkey in the desperation of 1959 was excessively cumbersome and gave the minority power to bring the State machine to a standstill. But President Makarios flatly refused to implement parts of the Constitution, including the clause providing for separate municipal authorities for a trial period. Had he done so with a good grace, the Turkish Cypriots would soon have realised the folly of duplicating even the dustmen. But as things turned out, the Turkish Cypriots stood on their rights and used their veto over finance bills to hold up government.

The Greek Cypriots understandably felt frustrated by Turkish obstinacy. But there is no evidence that the Turkish Cypriots wanted to sabotage the Constitution. On the contrary, they clung to it because it gave them more than they had dared hope for—more, most people would say, than they deserved. But that was the result of Greek insistence—now clamorous again—that Cyprus is wholly a Greek island, with the Turkish 400-year presence a mere accident.

Whether Enosis is really the Archbishop's aim is open to doubt. I suggested in my book *Cyprus and Makarios* (1960) that he may be influenced more by the example of some of his predecessors than by ideas of a " Greater Greece." Though the 18th-century Cypriot Greeks were nominally groaning under Turkish rule, it was the Greek Archbishop who collected the taxes and kept the Turkish Governor in his place. Twice, when the Cypriot *Turks* revolted against excessive taxation and fines, it was the Greek Archbishop who got the Sultan to help repress his own nationals!

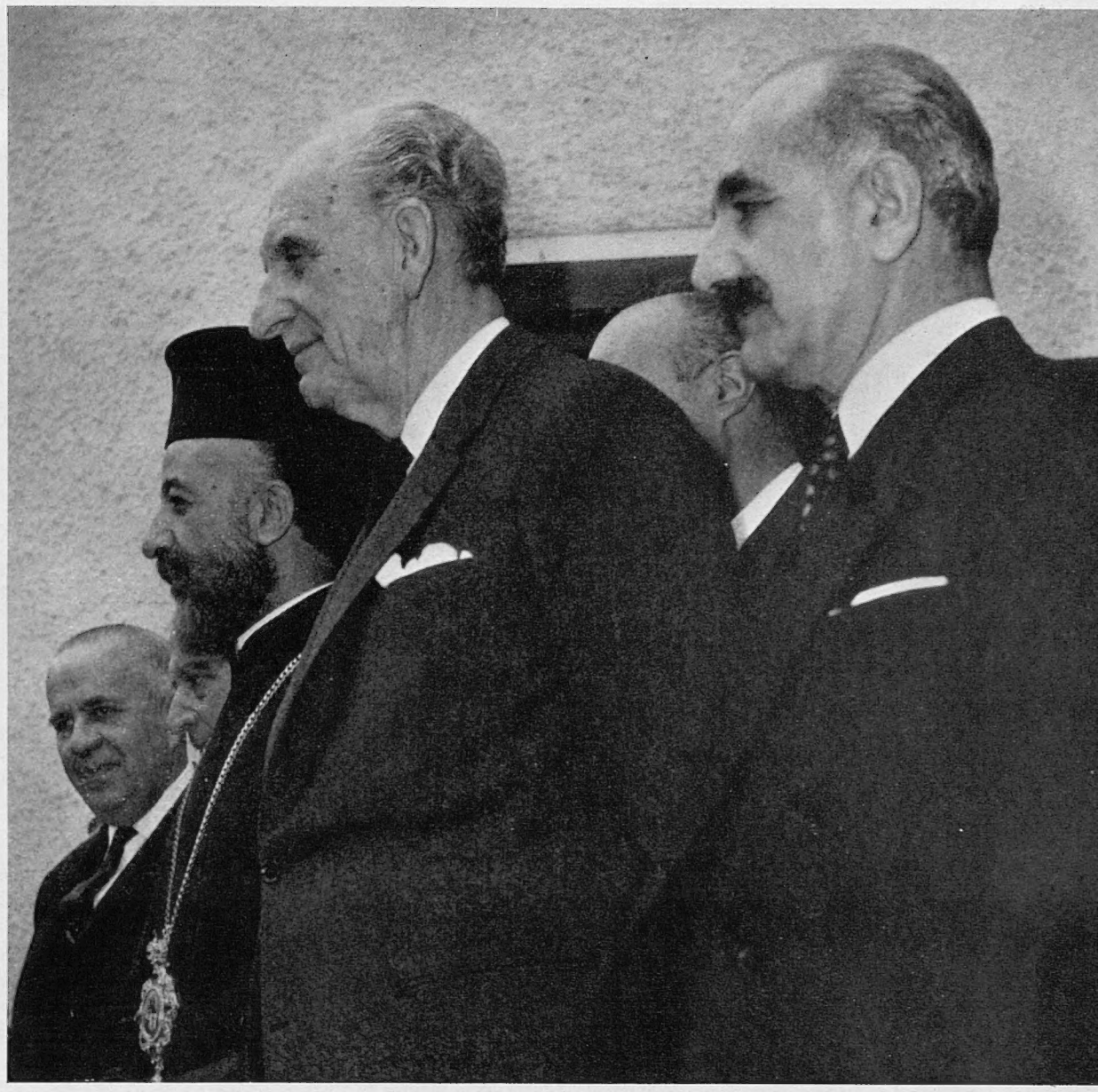
Turkish Cypriots today are determined not to be dominated by the Greeks, whether in Cyprus or from Greece itself. Partition is their last resort. Ankara will stand by them and the Greek Government realises the seriousness of the situation. Neither Greece nor Turkey wants a war over Cyprus. But they could be forced into it if Makarios remains intransigent. The Soviet Union therefore has an obvious reason for backing him.

The future bristles with difficulties. The Security Council named " the Government of Cyprus " as responsible for law and order, and asked it " to take all additional measures necessary to stop violence and bloodshed in Cyprus." But for three months the " Government " has consisted only of Greek Cypriots. Archbishop Makarios has already dealt with the question of armed Greek irregulars by enrolling 5,000 of them as " special police." The UN peace-keeping force is expected " to contribute to the maintenance and restoration of law and order and return to normal conditions." Will Makarios allow UN troops to disarm irregulars of both sides? Will he accept that a " return to normal " means, among other things, co-operating with Vice-President Kutchuk and the Turkish Cypriot Ministers? To deny their constitutional position while asserting his own would be to bring legality and the whole basis of the Cypriot state into contempt. On the other hand the Turkish Cypriot leaders must not be allowed to pre-judge the issue in their favour by refusing to co-operate with the Greek Cypriots or by provoking incidents which lead to more and more *de facto* partition.

The mediator's job will be even more difficult. There is no common ground, except that the Constitution must be changed. Makarios wants majority rule with safeguards for the minority, which sounds reasonable and in accordance with UN principles. But

In Nicosia, young Greek Cypriots shout anti-British slo

a demonstration for Cypriot unity and for self-determination



he has not indicated what those safeguards could be, and he claims that the majority must always be able to amend the Constitution or the state is not sovereign. This is not true. Austria is a sovereign and independent state, but she is debarred from uniting with Germany; the Soviet Union, the West and the Austrians all accepted this. Does Archbishop Makarios want to be free, simply in order to declare union with Greece? In that case his appeal to the United Nations to safeguard the sovereignty and independence of Cyprus was even more deliberately misleading.

Bad as the Constitution was from the Greek Cypriot point of view, it still failed to give the Turkish Cypriots the protection they need. Partition or a federal state might do this, but only at great cost to Cyprus. If a unitary state is to be kept, Archbishop Makarios will need to be generous to the Turkish Cypriots and give them unshakeable guarantees in return for majority rule. What the United Nations should not be expected to do is to help either of the two racial communities on the island impose its will on the other.

Stanley Mayes

Above: Maj.-General Carver, Commander of the British Peace-keeping Force, talks to men of the UN Canadian contingent on their arrival in the island

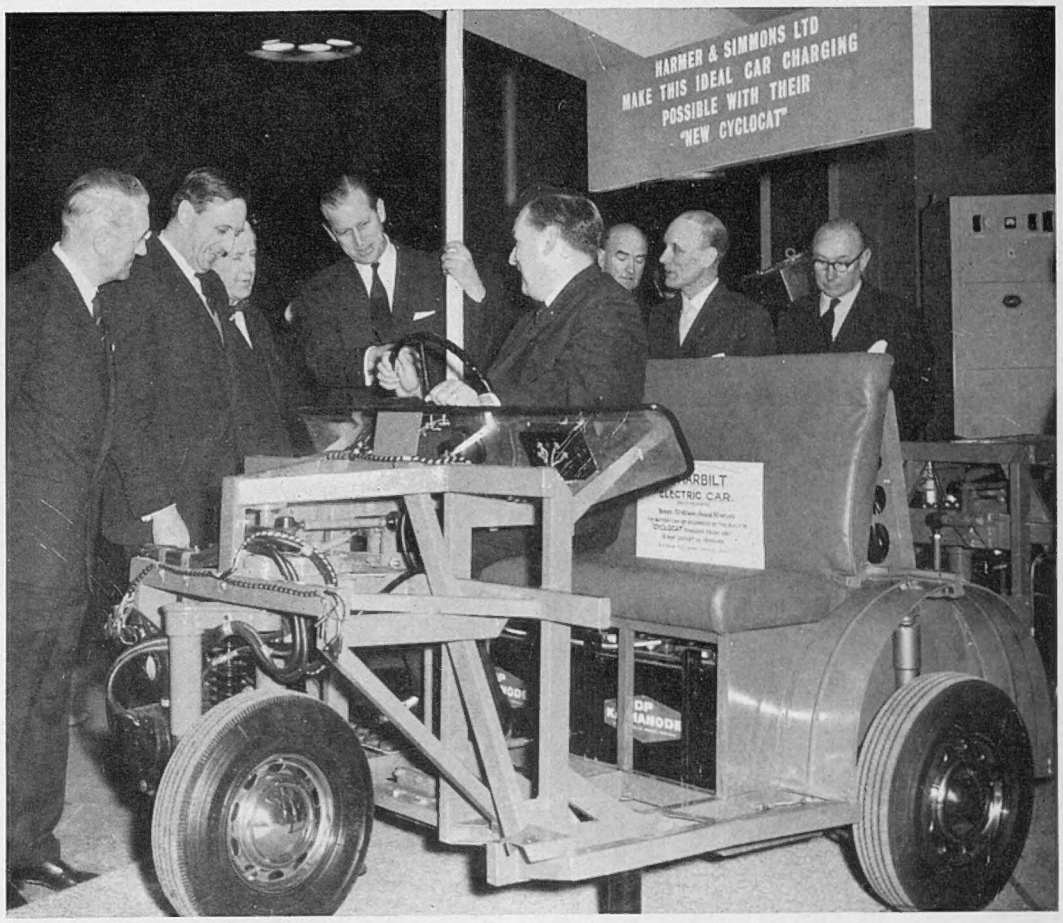
Top: Meeting in Athens are, from right to left: Colonel Grivas, who led Eoka in the struggle for Cyprus' independence; Mr Papandreou, the Greek Prime Minister; and President Makarios. The photograph was taken when the Archbishop was in Athens earlier this month for the funeral of King Paul

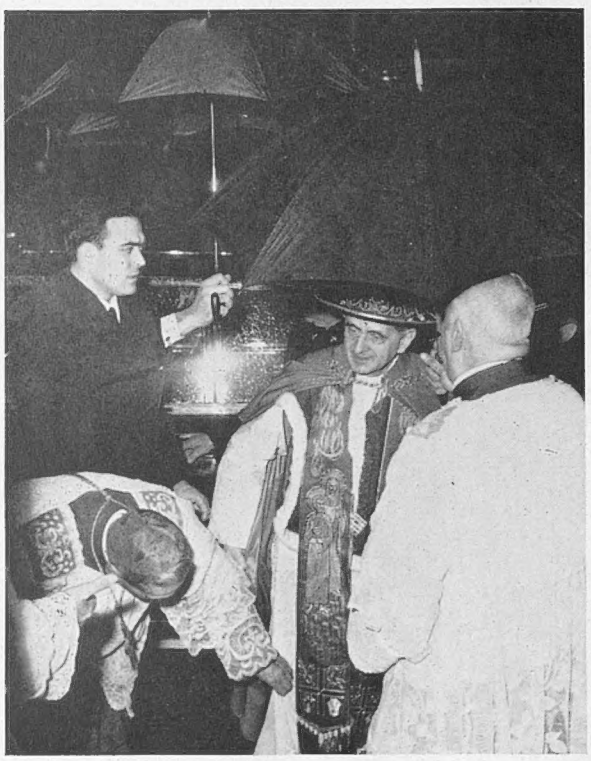
Left: A group of Turkish-Cypriot refugees gather under the British flag for protection at a schoolhouse in Malia

THE NEWS IN PICTURES

The Girl Guides Council in London
The Princess Royal talks to Miss Anstice Gibbs, the Chief Commissioner of the Girl Guides, before the annual meeting of the Guides Council in the Mansion House. The Princess is President of the Guides Association

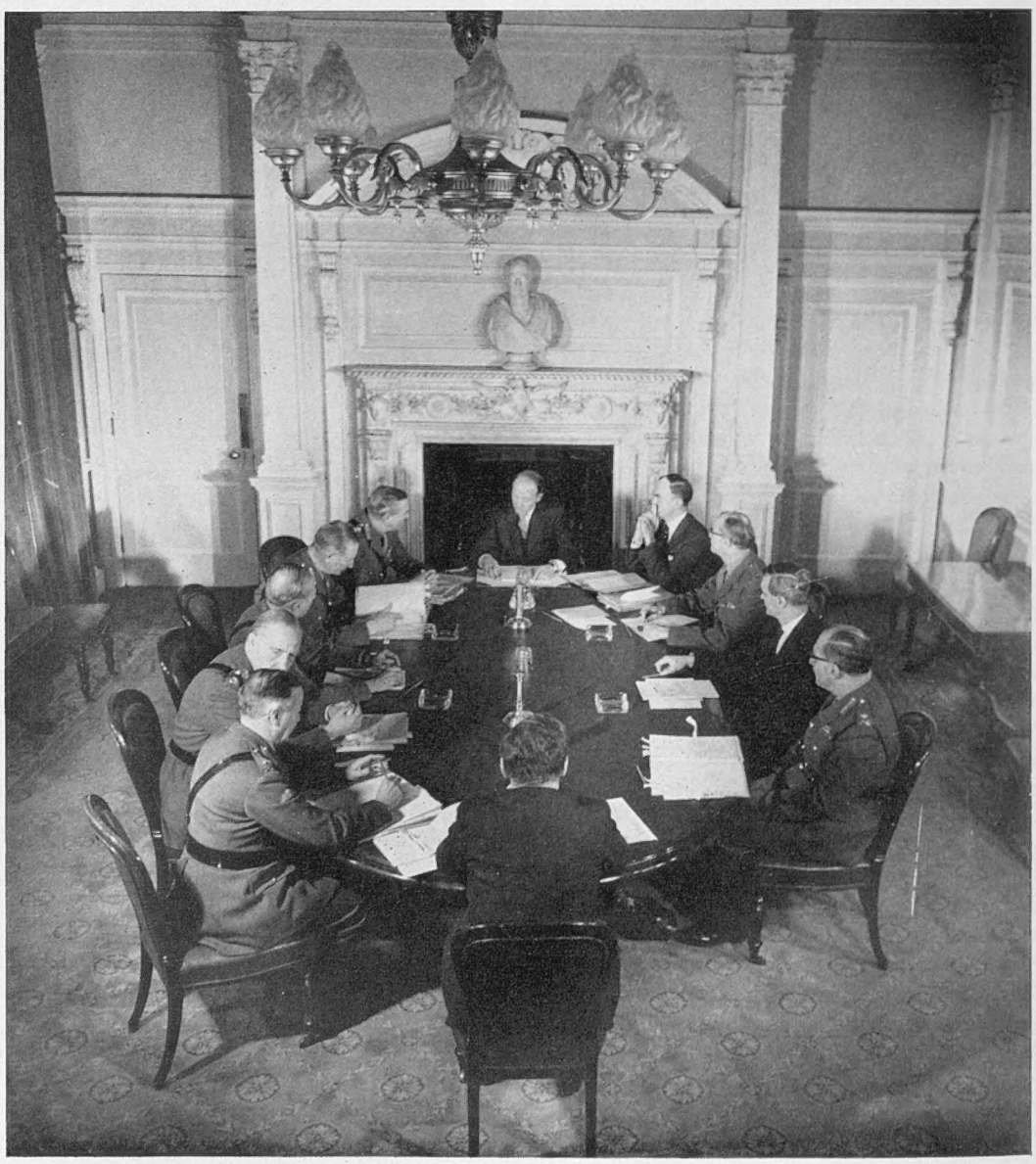
The Duke and the electric car
At Earls Court in London, the Duke of Edinburgh is shown the prototype of a battery-operated electric car, one of the exhibits at the Electrical Engineers Exhibition. The Duke had just opened the show





Umbrellas for Pope Paul
Sheltered from the rain by umbrellas, Pope Paul arrives at the church of Our Lady of Our Salette in Rome. His Holiness was making the visitation as part of the Lenten duties which he undertakes each year attending on Sundays a service with a traditional procession at a different church in the city

Farewell to Army Council
In their fine room in the War Office in Whitehall, members of the Army Council meet for the last time. Mr Ramsden, Secretary for War, is presiding at the far end of the table. Under the reorganisation of Britain's defence direction, the Army Council became part of the Ministry of Defence's system last week



THE NEWS IN PICTURES

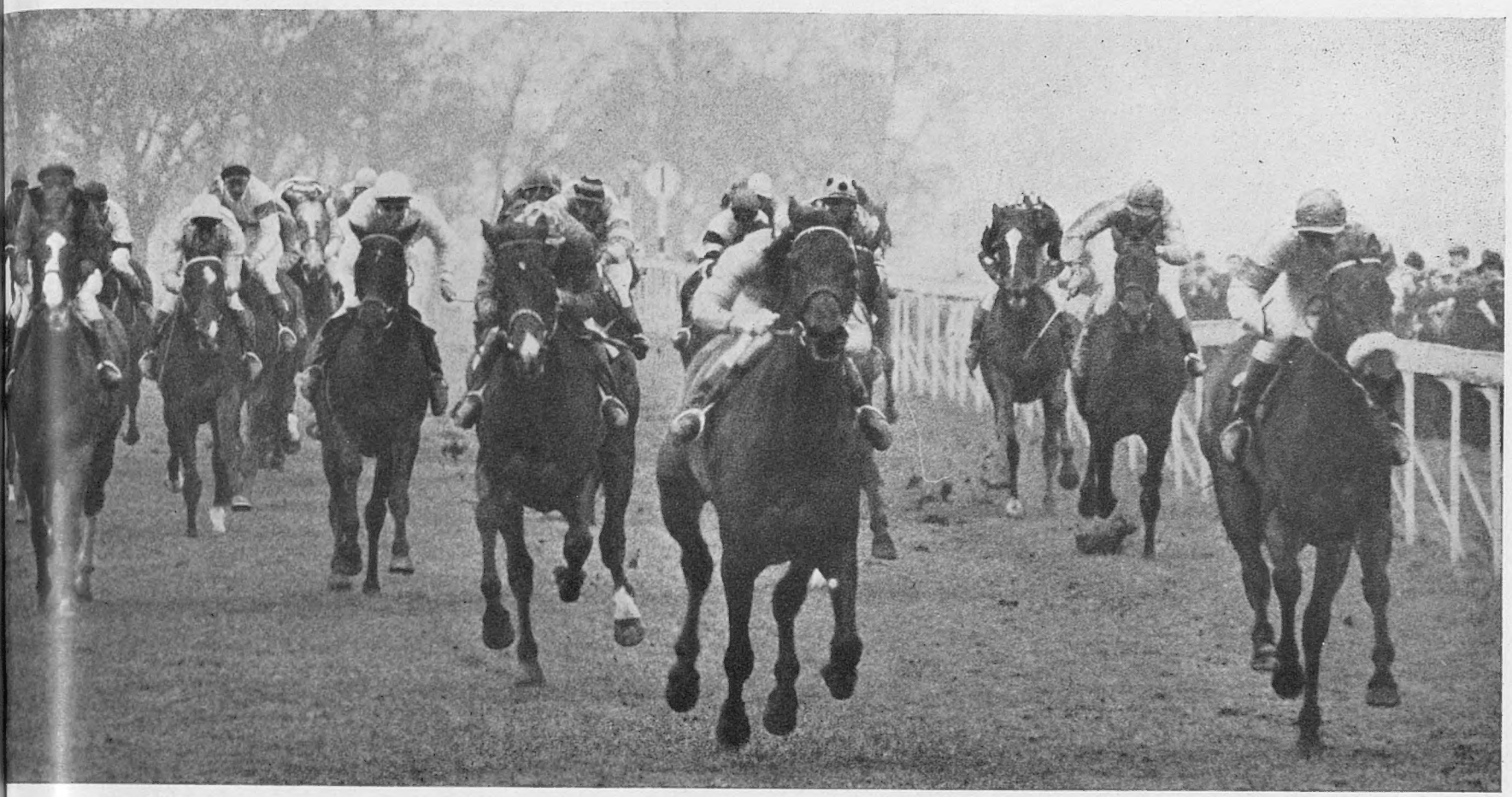


Photo-finish at Lincoln
Mighty Gurkha (ridden by P. Robinson), in centre foreground, thunders at the front of the field to win this year's Lincolnshire Handicap from Fair Astronomer (A. Breasley), on the rails wearing noseband. There was a photo-finish to the race. The winner is owned by Mrs G. Lambton

Lady Dorothy at Buckingham Palace
Lady Dorothy Macmillan, leaves after receiving the insignia of a Dame Grand Cross of the Order of the British Empire

Israeli clerks on endurance march
Waving coloured scarves, young Israeli clerks take part in the annual four-day march to Jerusalem

THE NEWS IN PICTURES

Awards for achievement

The Duke of Edinburgh presents an Ambassador Award to Mr Scott Hay, Chairman and Managing Director of Reid and Taylor. With the Duke is Mr H. P. Juda, Editor of *Ambassador* magazine

Lord Thomson takes his seat

Before being introduced into the House of Lords, Baron Thomson of Fleet, the Chairman of the Thomson Organisation Ltd., talks with Sir Anthony Wagner, Garter Principal King of Arms

New motor road for London

Work progresses on the M4 road under construction at Chiswick, where it will run above the existing A4 (Great West Road). Proposals for new roads loomed large in the news last week with the publication of the Government's *South-East Study 1961-81* and an accompanying White Paper. These propound plans for easing the pressure of population on London and S.E. England by building new cities in which people would work as well as live

An Irish gift for Mr Johnson

The American President holds a richly cut bowl engraved with his initials just given him by the Irish Ambassador in Washington, Mr T. J. Kiernan, on St. Patrick's Day. In a message to Congress on the previous day, the President launched the national war on poverty, asking for an appropriation of $960 million to finance relief work and opportunities for the poor of America. Mr Johnson proposed the formation of an Office of Economic Opportunity

THE NEWS IN PICTURES

Handshakes for the General
President de Gaulle is warmly greeted in Mexico City. On his visit to Mexico last week he followed his habit of disregarding security precautions and mixed freely with the delighted crowds

Commonwealth trade talks
The Commonwealth Economic Consultative Council's two-day meeting at Marlborough House in London is opened by Mr Heath, President of the Board of Trade (in centre on far side of the table)

BLUES ON THE RIVER

The Oxford and Cambridge Boat Race on the Thames is this year on March 28 at 2.20 p.m. On some days during training both crews had to show their abilities in extremely bad conditions.

Above: The two coxes

Above right: Oxford's crew during training are J. Leigh-Wood (Eton and Keble), bow; D. W. Steel (Eton and Keble); D. W. A. Cox (Bryanston and St. Peter's); D. D. S. Skailes (Eton and Keble); R. C. T. Mead (Eton and Keble); M. Q. Morland (Radley and Lincoln); D. Bray (St. Edward's and Keble); D. C. S. Spencer (Yale University and Christ Church), stroke; M. Leigh (Eton and Keble), cox. In the middle of training, Skailes and Morland changed places and that was expected to be the order of rowing in the race

Right: The Cambridge eight are D. F. Legget (Radley and Trinity Hall), bow; M. V. Bevan (Bedford and Downing); M. J. Muir-Smith (Sir Richard Borlase's and Christ's); J. W. Fraser (Radley and Jesus); J. M. S. Lecky (University of British Columbia and Jesus); J. R. Kiely (Amherst US and 1st and 3rd Trinity); A. Simpson (Bedford and Queens'); C. J. T. Davey (Eton and Jesus), stroke; R. G. Stanbury (Shrewsbury and Lady Margaret), cox

A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

446

The Queen's third son

Late in the day (as usual) I record a very happy event for the Royal Family and the nation generally. Mr Roger Fulford, the eminent authority on our Royal Family history, was early on the scene to rank the new Prince in the order of succession and to suggest two Christian names for him. *Paul* for the late King of the Hellenes and *Robert* for Bannockburn's 650th anniversary of the day Bruce whacked the English. A long shot, perhaps; we must wait and see. We may be sure that Prince Andrew and the new Prince will be educated as sensibly and democratically as Prince Charles. Whether they will follow their eldest brother at Gordonstoun or try another public school, remains to be seen. Gordonstoun favours the spartan regime perhaps more vigorously than others. At a Confirmation there the other day, the boys wore grey flannel shorts and blue open-necked shirts and jerseys, and some of the parents shivered. It can be pretty cold on that Scottish coast in early March. But the spartan regime at Gordonstoun produces splendid results, and Prince Charles is an excellent example.

No pay for JPs

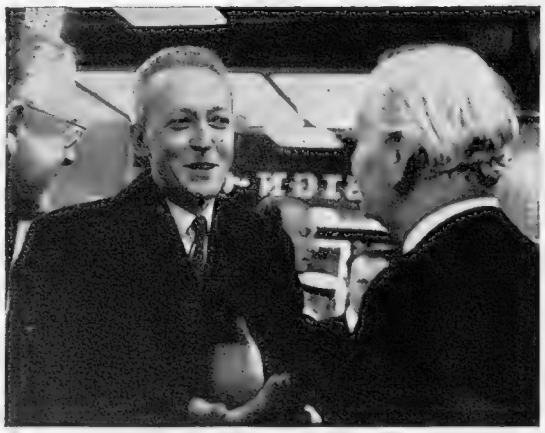
The Committee stage of the Administration of Justice Bill was concluded last week with a rejection of the Opposition's move to secure payment for JPs. I think it true that there is a majority opinion against it, in the country generally and probably among lay magistrates. After all, serving one's country on the Bench is a privilege and not a profession, and, some might say, a voluntary duty as important as once was membership of Parliament. Even now, there is quite a queue of aspirants for the Bench and for a constituency and even a seat in the Upper House. But the majority verdict of JPs will not influence Members of Parliament. Their job they regard very much as a profession and shockingly underpaid for the labour it involves. However, the lay magistrate will not be forgotten in the matter of subsistence allowances. Some Benches (in the luck of the draw) can be temporarily overworked, as recently over the Mail Train Robbery business. Others can well afford without subsistence pay to give three hours a fortnight to a humdrum job chiefly concerned with motor offences. I don't know whether, striking an average over the whole country, the lay magistracy deserves as much or less or more than the Peers who attend Parliament occasionally.

"The secret none can utter"

What Newcastle University thinks today, I have thought for many years. This university is setting up a course of study lasting three years which can lead to a degree of Bachelor of Education (speech). There is nothing new in a training in voice production for stammerers, singers and would-be actors. Anatomy, physiology and phonetics are essential subjects, and psychology comes into it also. Why has this training escaped the syllabus at a much earlier stage in education? If indeed attempts to inculcate in schoolchildren clarity of expression and a graceful accent, have been made, the speech of the average adult which comes over the air to us from TV and radio, confesses an almost total failure. An urbanised Doric mangles the opinions of the man in the street in stop-and-go unfinished sentences (*not* symphonies), punctuated with "I mean," "You know" and "Well." The only clear word that emerges is "definitely," and that is intellectual copy-cat. Lucid speech can be acquired even from council school beginnings and without a special course at a university. A boy or man can train himself if he sets store by lucidity and relevance in expressing his opinions. No better instance today than Mr Harold Wilson; as far as delivery is concerned, I should say he is a model for all public men who inflict speeches upon us. I refer to the manner and not to the matter of his discourse. Newcastle University could do worse than try to tempt him to accept their new professorial chair and give his pupils the "secret none can utter." He may have learned it at Oxford but not by an *ad hoc* course of study. His acceptance of the new chair would please all sorts and conditions of men, not only those who admire Demosthenes. Generally speaking, it is an open secret that "none can utter."

Railway closures

Among the latest 21 "unimportant" railway lines to be closed for passenger traffic will be the New Forest line that plies between Salisbury and Bournemouth via Brockenhurst and Ringwood. The line has long carried schoolchildren and valuable freight. The decision is taken. The details, I suppose, will be worked out locally by trial and error. The line will not be closed until extra bus services between Wimborne and Brockenhurst adequately connect with Southampton trains and cater for all schoolchildren. But the bus services are quite prepared to start in May, whatever the state of the roads. The direct route by road from Wimborne to Brockenhurst lies through Burley Village, either via Picket Post on A31 or via Hurn Aerodrome, along a network of winding country roads, often sunken and dark; and Burley, restricted by no speed limit, has for some years been a hazard for the aged and the young and its four-footed population. The right hand of authority takes no heed of what its left hand is doing. The New Forest acreage is being reduced and its roads revolutionised at great expense to provide greater security for the animals it supports. The extra bus services will not make the forest roads and villages safer. I suppose freight will still be carried on the Forest line, until all our roads are trunk roads fit for heavy lorries. I daresay the cost of carrying the schoolchildren by road will be not less than by rail. I suppose the cost of continuing to run an engine and a couple of



Above: At the Irish Export Centre in London, Mr Sean Lemass, the Prime Minister of Ireland, after opening the fifth Ireland Week in London, talks to (from left to right) Mr Nubar Gulbenkian; the Mayor of Westminster; Mr Eamonn Andrews; and Mr H. E. Cornelius, the Irish Ambassador
Top right: The Archbishop of Canterbury, Dr Michael Ramsay, at London Airport before his flight to Belfast for a St. Patrick's Day pilgrimage
Top left: At a reception in the Design Centre, London, Mr Paul Reilly, Director of the Council of Industrial Design, talks with the Polish Ambassador Dr Witold Rodzinski. The reception was to mark the opening of a display of modern tableware commissioned by the Ministry of Public Building and Works for the British Embassy dining room in Warsaw

Left: An annual occasion in Epping Forest is the Reunion of Scout Leaders at Gilwell Park, Chingford. At last year's reunion, the camp chief, John Thurman, is seen making presentations to members of the Group who have attended all reunions since they began in 1921. On the bench are the Bishop of Warrington, the Rt. Rev. L. A. Brown; the Chief Scout, Sir Charles Maclean; and Lady Baden Powell, the widow of the founder of the Scout Movement. Gilwell has been used by Scouts since 1919

Below: The nave and east end of the Abbey Church of Waltham Holy Cross and St. Lawrence in Essex, founded by King Harold in 1060. Extensive restoration work, costing many thousands of pounds, is still being carried out to preserve the church, which is considered to be one of the finest examples of primitive Norman work. The reputed site of King Harold's grave is in the grounds beyond the present High Altar, part of the old building having been demolished by Henry VIII. (Articles and photographs on Essex and the Diocese of Chelmsford during its Golden Jubilee year, start on page 452)

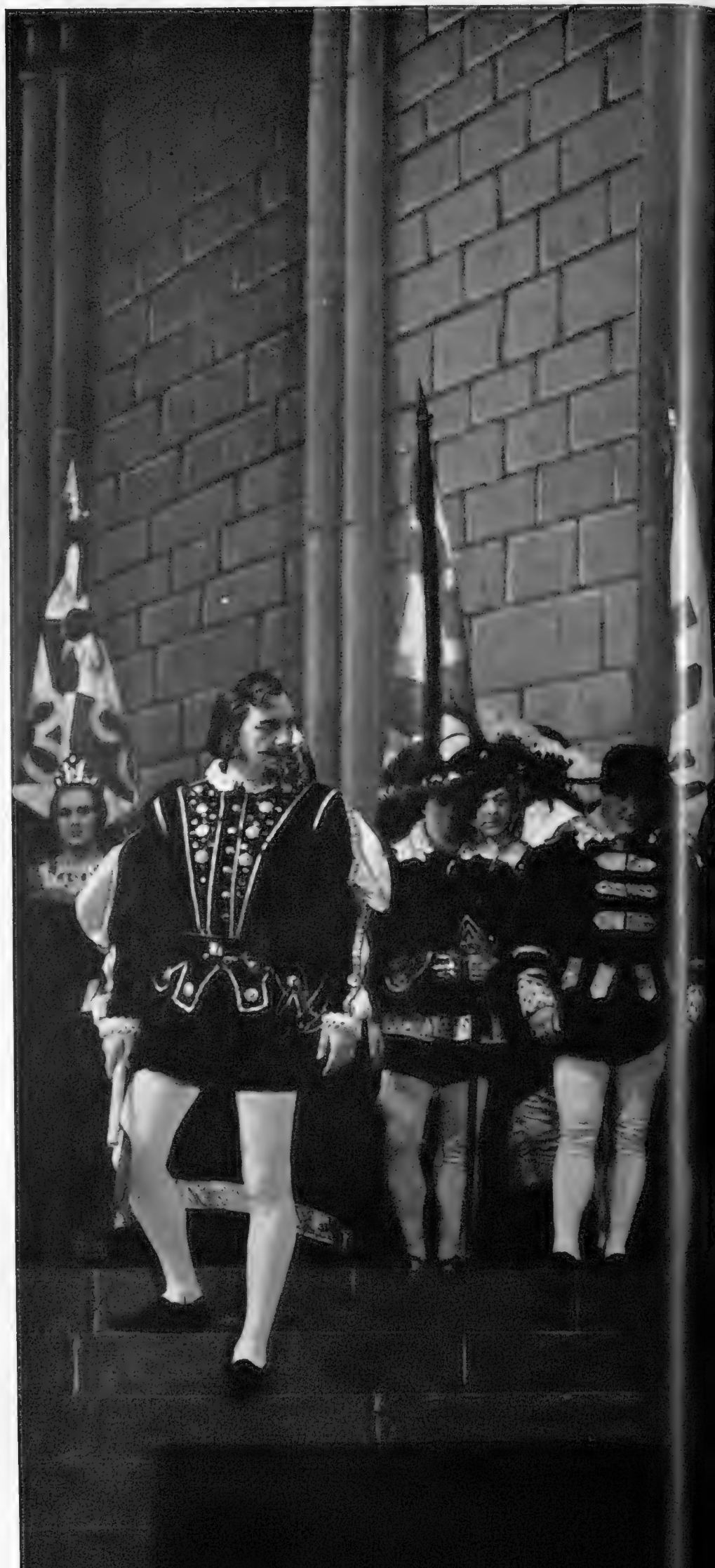
coaches to and fro for schoolchildren during term time would be more expensive. Mr Marples is overlord of road and rail, and would know. The ignorant may still question whether, when all the roads are built and all the rail-cuts made, the taxpayer and the traveller will benefit much in purse or comfort or speed. In this interim, there is nothing very attractive about either method of travel. So when it comes to travelling it would seem to be a modern case of Hobson's choice.

Allan Ramsay

The Ramsay Exhibition at Burlington House I found enchanting. Son of a poet and as effective with his pen as with his brush, no doubt he was eclipsed by Gainsborough and Reynolds, but he was a master of his craft and a wizard for colour, and he immortalised his sitters, mostly royalty or aristocrats, exactly as we can be sure they appeared. I used to think his young men too stiff, but changed my mind at this exhibition. Women and men, there is an economy and certainty about them which the enchantment of colour emphasises rather than idealises. This is the painter for the social historian in the U field. The force of heredity is extraordinary. As I entered the gallery, I was startled to note a portrait of one of my god-children, still a youngish woman, and a speaking likeness. On reading the legend, I found it after some research to be a portrait of her great, great, great grandmother. Generation after generation, I suppose, her face has been repeated exactly in her descendants. Or did it suddenly re-emerge whimsically? It is one of those points which is always fascinating in regard to great artists. *The Old Stager*

PURITANS IN PLYMOUTH

Photographs by Anthony Crickmay



Above: Elvira (sung by Joan Sutherland) and Sir George (Joseph Rouleau) in Bellini's *I Puritani* at the Royal Opera House in London **Right:** Another scene from the opera with Lord Walton (David Kelly) on the left, Sir George in the centre and Elvira in right foreground

The opera which had not been seen at Covent Garden in its entirety since 1887 came into the programme at the end of last week. The conductor is Richard Bonynge, who is married to Joan Sutherland. Count Carlo Pepoli fashioned the story for Bellini's music from a French play named " Roundheads and Cavaliers " and named the opera " Puritans of Scotland." Rather surprisingly in view of this title the characters live in castles in Plymouth. The absurdity of the plot is offset by the music, written in the 1830's with four leading singers in mind. It has some unusual and tricky notes for certain of the parts.

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

THE VOICE OF THE COMMONWEALTH

450 **NEW ZEALAND**

The need for diversifying trade

" New Zealand is a developing country itself, but its high *per capita* income sets it apart from other developing countries." Thus Mr Brian Talboys, New Zealand Minister of Agriculture and Minister of Science, seen in the photograph on the right, summed up to the Press in London last week the factors underlying New Zealand's policies at the Commonwealth trade talks in London on March 17 and 18 and at the UN Conference on Trade and Development which was to open at Geneva on March 23. " I cannot overemphasise the importance of overseas trade to New Zealand," he said. " With the very high figure of £250 in total trade per head of population, New Zealand is among the top eight countries of the world. Over 95 per cent. of our export trade is in agricultural products and New Zealand must be counted among the most efficient producers of meat, wool and dairy products.

" Our problem is to compete in world markets with other agricultural producers whose production is often heavily subsidised. Moreover, the markets for our produce are limited mainly to the industrialised countries which themselves have instituted policies of protection and support for their domestic agriculture. Thus in the international trade field the New Zealand Government sees its primary objective as an attempt to liberalise conditions of trade. At the same time we are striving to diversify our markets.

" In the World Trade Conference," Mr Talboys continued, " we will also share with other developing countries their problems of industrial development. On the other hand we recognise that our high *per capita* income places New Zealand alongside the ' developed ' or industrial countries in the field of aid. We have never shirked our responsibilities in this respect and New Zealand's record both in the United Nations and the Colombo Plan is I think very creditable."

Above: At the Festival of Arts in Adelaide, new Australians parade in their national costumes. The festival takes place every other year

Right: A horse-drawn float with basket work and posters, representing the Pioneer Australians, moves in procession past the Bank of Adelaide

Far right: At the Highland Games in Adelaide, the Australian athlete Trevor Bickle is performing the pole vault before hundreds of spectators

Left: An English Electric diesel-electric locomotive under construction at the company's Newton-le-Willows works in Lancashire. It is one of 14 ordered by East African Railways and Harbours. They will be used to extend diesel traction to the Nakuru-Eldoret and the Nakuru-Kisumu lines in Kenya and will work mainly on the haulage of heavy freight trains. The order now being carried out will bring the number of these English Electric units in East Africa to 24. They are specially designed for work in this area

Above: In Salisbury, Southern Rhodesia, the Governor, Sir Humphrey Gibbs, listens in to an English-speaking course for policement in a new Government training centre. He is watched by Mr H. Reedman (left), the Parliamentary Secretary to the Minister of Public Service, by Lady Gibbs and by Mr J. A. Dean, Director of Training **Top:** Southern Rhodesian policemen, in Britain to study police methods, check the operation of a lock during a lecture in Southampton. From left to right are I. Marume, M. Hatoongo and A. E. Chizu

BOOK REVIEWS

The Commonwealth Relations Office List for 1964 HMSO, 45s, is the thirteenth and possibly the last edition in its present form of an annual handbook published by authority of the Commonwealth Relations Office. It gives, as earlier editions have, compact information on CRO organisation and staff and on member countries of the Commonwealth. The 1964 issue, however, is larger than usual, with special articles on such subjects as the Common Market negotiations at Brussels and on Commonwealth telecommunications. The CRO was first formed in 1947 by the combination of the Dominions Office, the India Office and Burma Office. It first published its own reference book in 1951 and since then editions have been published annually except in 1954.

Changes in the form of the 1965 edition may be expected now that the Government has announced its decision, following a recommendation of the Plowden Committee, to merge the overseas representation of the CRO and the Foreign Office, under the title of Her Majesty's Diplomatic Service. The new unified service should be formed on January 1, 1965, and though the copy date for the 1965 edition of the CRO list is *before* this date, the administration might well anticipate the advantages of a combined CRO and Foreign Office list, at least in respect of the sections on staff and organisation. Later in 1965, the CRO is to be further reorganised by the addition of a much reduced Colonial Office.

Tasmania, Isle of Splendour by Bill Beatty: Cassell Australia, 30s. The island which on maps of Australia appears to be little more than a dot off the south coast of Victoria, emerges in this book as an island of great landscape splendour, and full of interest and variety. It has a history going back to 1642 when the first European, Abel Tasman, landed and named the island Van Diemen's land in honour of the Governor of the Netherlands East Indies. Van Diemen's land became British in 1803 and the name was changed to Tasmania in 1853 when the transportation there of convicts from Britain was abolished. Tasmania's population did not rise rapidly and had not reached a quarter million by 1940. In the post-war years, however, Australians have been discovering Tasmania as a holiday island and go there each year in growing numbers. This book with its full descriptions and photographic illustrations explains what the lure is of an island that has been called " the Jewel of the Commonwealth."

Krishna Menon, A Biography, by T. J. S. George: Jonathan Cape, 35s. There is at present little literature about Krishna Menon. This book fills a gap that has been felt particularly by those who are convinced that Mr Menon's career did not end when he resigned from the Government in November, 1962. For this and other reasons, it cannot claim to be definitive as a biography, but it supplies for the first time a full account of the long years when Mr Menon was virtually unknown to the world, many of them spent in London as a student, as Secretary to the India League, as a Borough Councillor for St. Pancras, as a Labour Party Parliamentary Candidate, and finally as Indian High Commissioner. Biographies of energetic men with ideas are invariably as much about the world they find themselves in; this book is no exception. The author is the editor of Bombay's popular *Free Press Journal* group of newspapers.

ESSEX—URBAN AND RURAL

By THE BISHOP OF CHELMSFORD

Essex is a vast area stretching from parts of East London, including East and West (Cup Finalists) Ham, Victoria Docks, Barking, Walthamstow and Chingford, Wanstead and Woodford, past Ilford, Dagenham, Romford, Loughton, Epping and Brentwood, to Chelmsford and Colchester. Beyond, the county framed in its sweep of coastline stretches to the quiet and attractive villages in the countryside immortalised by Constable. In terms of the Church of England, Essex is the Diocese of Chelmsford.

This year it is celebrating the 50th Anniversary of its foundation. On these and the following pages, an article specially written for Easter, 1964 by the Bishop of Chelmsford, the Rt. Rev. John Gerhard Tiarks, is accompanied with pictures from many parts of the diocese. They show only something of its development. Since the turn of the century, many new churches have been built to cater for the rapidly increasing populations in new housing areas. Ideas in design have changed to meet modern conditions.

The diocese of Chelmsford covers the whole of the county of Essex, the third largest in England, and perhaps the most varied of them all. Its Christian roots go back to the 4th century when certainly there were Christians in Colchester. In 604, Augustine appointed Mellitus to be Bishop of London and to preach to the East Saxons. The people had reverted to paganism by 616 and it was not until some 40 years had passed that Cedd was appointed Bishop of the East Saxons and the foundation of the Church was firmly laid in these parts. Cedd, Essex's special saint, was brought up with Chad at Lindisfarne with Aidan and was one of the four priests sent by Oswy, King of Northumbria, on a mission to Essex. Not for the first time the Christian north played its part in evangelising the pagan south!

Essex remained in the diocese of London for 11 centuries and with the great growth of population following the industrial revolution, was transferred (with some exceptions) in 1845 to the ancient diocese of Rochester. This proved to be a very awkward arrangement as the diocese was divided by the Thames. In 1875 the new diocese of St. Albans was created comprising the counties of Essex and Hertfordshire, but the problem of huge populations proved too much for the Bishop of St. Albans and in 1901 the Bishop Suffragan of Barking was consecrated to take charge of "London-over-the-Border," a phrase coined by Charles Dickens to describe the crowded areas north of the river. The final evolution came on January 21, 1914, when the new diocese of Chelmsford was created by Order in Council. Within six months the country was engulfed in world conflict.

Thus, it will be seen that ever since the days of its foundation the diocese of Chelmsford has been faced with heavy tasks of special urgency resulting directly from two wars. Nor is this part of its work yet completed. In the next ten years the population is expected to grow by a further 400,000 souls, for whom spiritual provision must be made.

The magnitude of the Church's task in Essex is shown by the fact that there are 550 parishes and a population of 2,286,000, which represents a tenfold increase in 150 years. The practical achievements of the Church in the diocese have been immense. Between 1914-39, 47 new parish churches were built and many halls and vicarages. Since 1945, 40 entirely new housing areas have been created and 22 new parish churches have been completed or started.

But two world wars not only moved populations; they changed the shape of community life, even in our villages, and undermined the stability and assaulted the faith of the great mass of the people. Today the Church's task is more difficult than it has ever been, for it is not chiefly with disbelief or active opposition that it has to contend, but with a sense of meaninglessness and apathy, blanketing the life of the people. Moreover, there is a general material prosperity which, though it does not alter men's needs, serves to cover them up.

There is a great gulf between the life of the Church and the life of the people. This is a situation which easily opens the door for pharisaism to invade the Church so that we begin to thank God that we are not like the majority who do not come to church. And even if we are able to *continued on page 454*

Right: A Royal occasion at Chelmsford in 1963. The Queen is welcomed to the cathedral by the Bishop before she distributes the Maundy Money. Behind is the Provost, the Very Rev. Eric Gordon **Below:** Chelmsford Cathedral as it is today and, **Bottom right:** A design for enlargement by Sir Charles Nicholson in 1920 but not yet implemented **Bottom left:** St. Peter's-on-the-Wall at Bradwell (built about AD 650 by St. Cedd) is probably the second oldest Christian building in England. On June 27 there will be a diocesan pilgrimage here

Above: The modern-designed Church of St. Paul in the centre of Harlow New Town. It was consecrated in 1959. The mosaic mural behind the altar is by John Piper **Left:** St. Barnabas' Church in Walthamstow was consecrated by the Bishop of St. Albans in 1903. It was then in his diocese. This large red brick building cost £20,000. It was built by Richard Foster, a merchant of the City of London, who intended it to be a "typical specimen of a simple, and not expensive, place of worship." Mr Foster was also associated with the building of other churches in East London. In the late 1920's the members of the St. Barnabas' branch of the Church of England Men's Society raised £250 towards the building of a new church at Barkingside. In more recent years, other new churches in development areas have received financial help from older parishes in the diocese **Below:** The aerial view shows part of Walthamstow with St. Barnabas' in the centre. Foreground is Hoe Street. The borough was developed during the 19th century from a rural into an urban area. In 1801, the population was 3,006 and 100 years later 96,720

AEROFILMS PHOTOGRAPH

ESSEX–URBAN AND RURAL *continued from page*

avoid that snare, the situation can trap us into a crucial misjudgment. We begin to think of the Church as a refuge from an alien world. Here we can withdraw, at any rate once a week, from the struggle of life; here we can forget the real world by flying into the arms of religious solemnity.

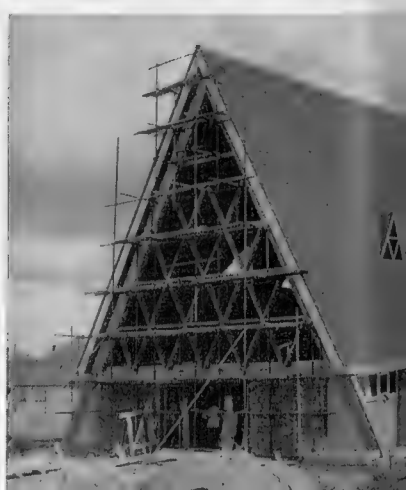
In preparation for the Golden Jubilee of the diocese, last year every parish undertook a critical self-appraisal and we begin to see with perfect clarity what the task of the Church is. "The Church," said Archbishop William Temple, "is the only society that exists for the benefit of non-members." The non-members out in the world are the Church's chief concern. We are not refugees from an alien world but bearers of light to a world.

This defines the task of the Church in every generation. It is to take the light of Christ out into a dark world. So far as we succeed in doing this, many people will come into our churches but that result is incidental to our main responsibility, which is to take out of the church what we receive inside it. This demands from us new attitudes and new enterprises of every kind. This is the main theme of the Church in the diocese of Chelmsford as we celebrate our jubilee.

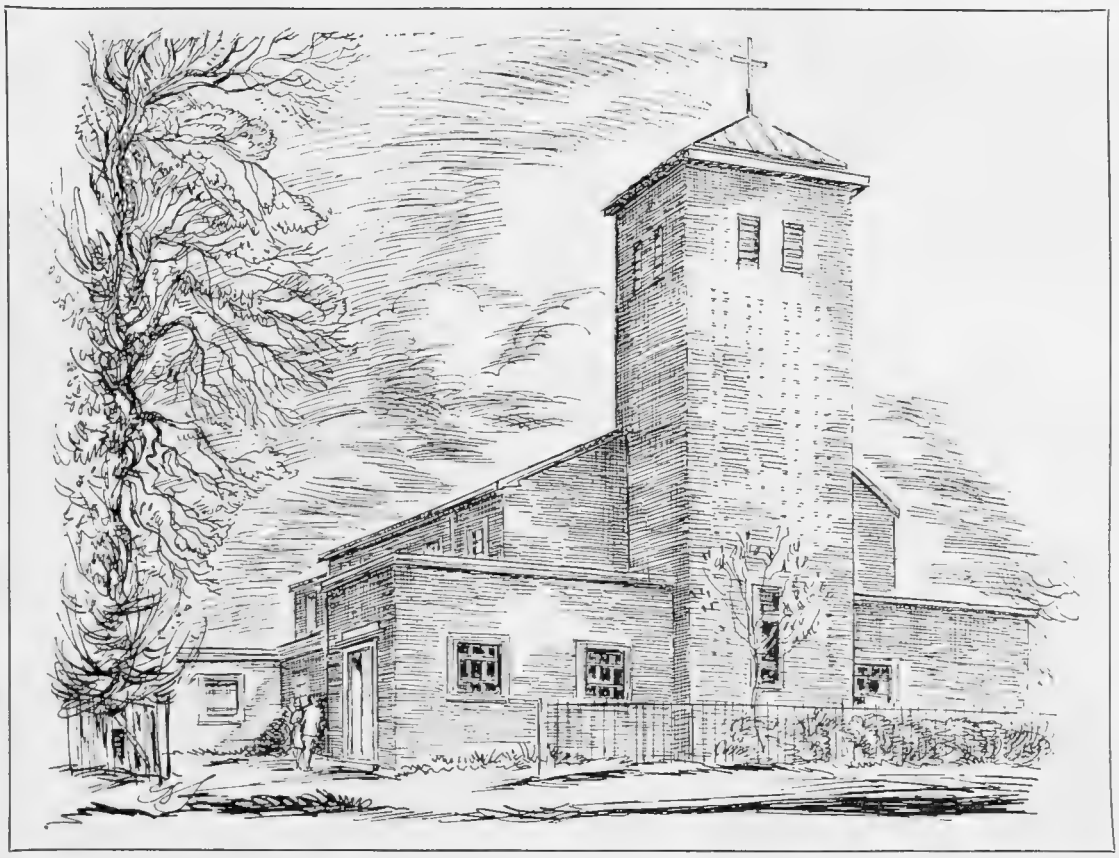
The light of Christianity has been shining in the Church in Essex for many centuries and we have the terrifying privilege of keeping it kindled and taking it out into the world of agriculture, the commerce of land and sea, industry and education and the homes of the people.

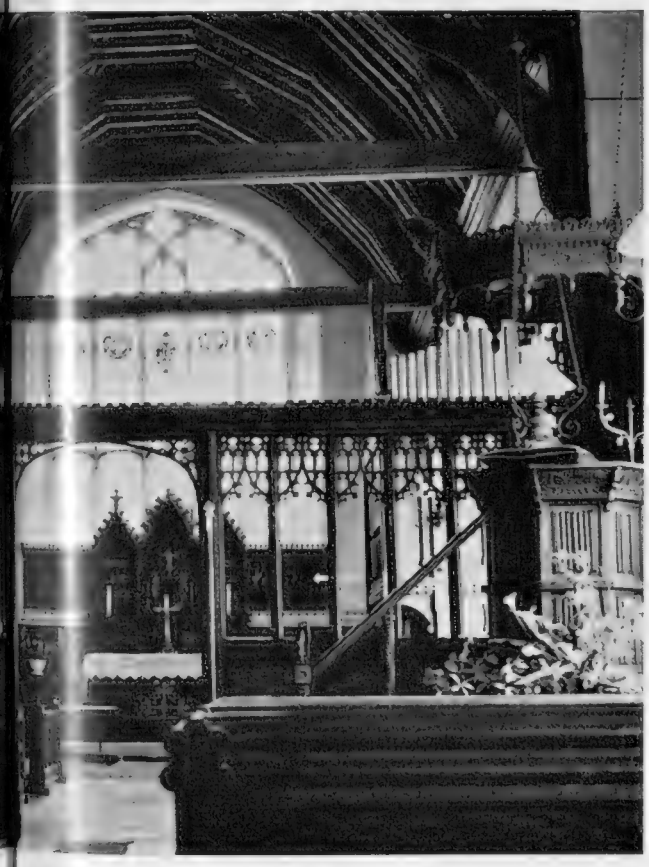
To help us to keep this vision every congregation in the diocese is being invited to join in a symbolic action of formally receiving a light which I hope to kindle at St. Cedd's church at Bradwell (probably the second oldest Christian building in England) and take to the Cathedral on Easter Eve, Saturday, March 28. I am asking that two lay representatives of every congregation will come to the Cathedral to kindle a light to be taken back to the parish church and to be received by the incumbent with prayer and dedication as a sign that the congregation acknowledges the obligation of membership of the Church in Essex and pledges itself to take the light of Christ out into the world.

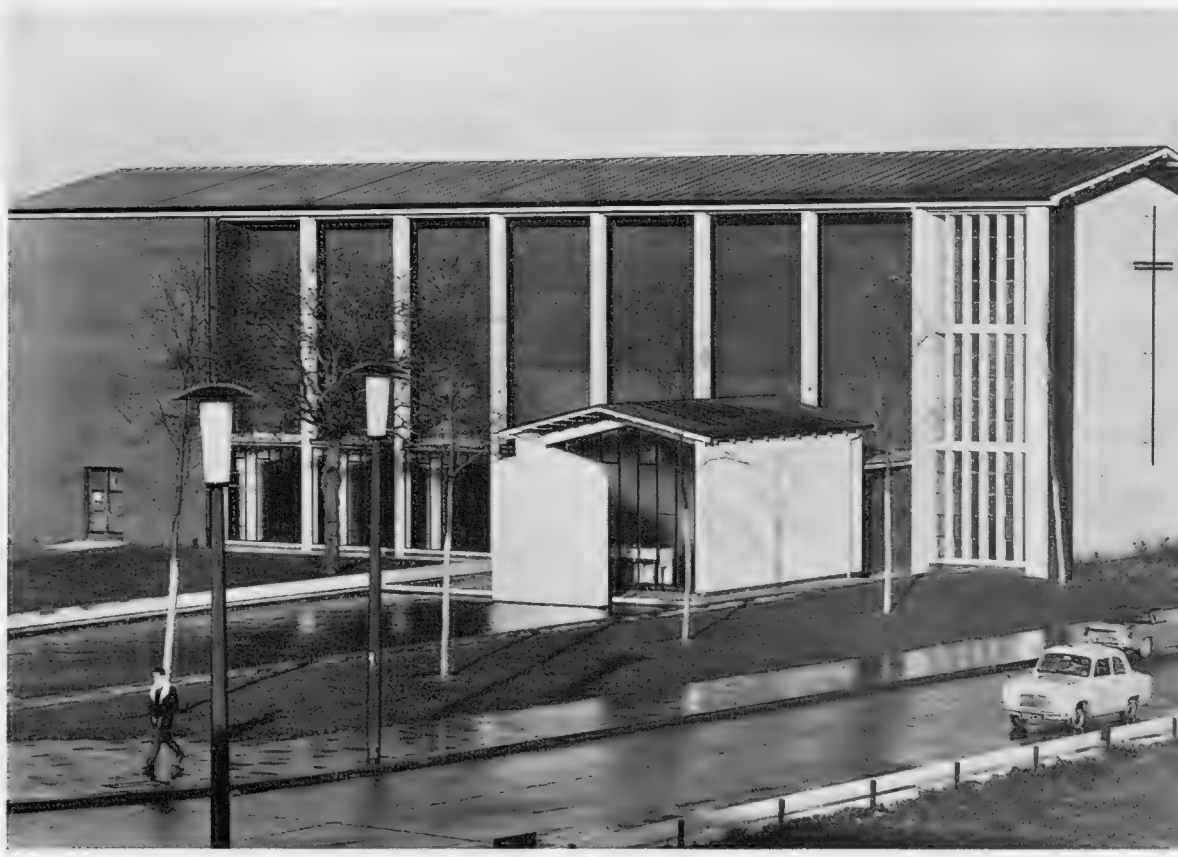
This is the measure of our sense of dedication to the tasks of the future. Our thanksgiving will be expressed by offerings of money which, in spite of our own great internal needs, are to be devoted to providing two churches overseas—one in the diocese of Fort Hall, presided over by an African bishop, and one in a new Group-Area in the Province of South Africa.

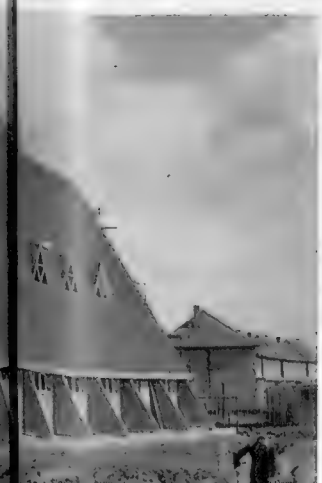


Above: The church of St. Mary at Saffron Walden in Essex is for the most part 15th century work but there have been a number of considerable restorations. The spire was added in 1831 and in height is 193 ft.
Right: Sunday morning at Fryerning at another Essex church dedicated to St. Mary. The village is close to Ingatestone. The church has many points of interest
Far right: Construction in progress on St. Nicholas on Canvey Island in 1960









Above: Layer Marney church was rebuilt in the 16th century. The village takes its name from the family of Marney who held the manor in the Middle Ages

Top: St. Andrew's, Greenstead-juxta-Ongar, is one of the oldest in the county of Essex. The nave is built of wood and so are the tower and spire

Right: The Church of the Ascension in Victoria Docks was built 60 years ago. The church hall is on the left

Above: The modern church at Basildon was put up to meet the needs of the people of the New Town created there after the last war

Top: Geoffrey Fletcher's drawing is of St. Anne's, Chingford Hatch. The church is 11 years old, having been built beside a hall which had served the growing population as a church for some 25 years. There are two large housing estates in the parish of 11,000 people, one of them having been developed by the LCC

MALIGNED AND UNKNOWN

It seems ridiculous to describe Essex as an unknown county. But that is what it is: one of the least known, and certainly one of the most maligned, in all England.

It is, in acreage, a much larger county than Middlesex—some seven times as big—and twice as large as Surrey. And this is an important point. There is now virtually no countryside left in Middlesex and precious little in Surrey: in both those counties the population is much thicker on the ground than in Essex. In Essex it is concentrated in the south-west corner of the county, on the fringe of London. It is here that the vast bulk of the population lives, leaving the rest of the county untouched, having little or no connection with it, uninfluenced by it and influencing it not at all. Essex—once you have got out of that south-west corner—remains a predominantly agricultural county with two moderately large towns, Colchester and Chelmsford, and three, so to speak, centres: Colchester in the north-east, Saffron Walden in the north-west, and Chelmsford, the county town, in the centre. And, between these three, good fertile farming country is to be found, interspersed with a number of small market towns and many delightful little villages.

"Much maligned." Essex is usually dismissed out of hand, by those who merely pass through, as flat and featureless. It is true that there is no real height in the whole county. The highest point is 485 ft. and that would scarcely be termed a hill in many parts of Britain. Height is relative. Danbury, on the short ridge between Chelmsford and Maldon, is 365 ft., which is nothing at all, but it is a conspicuous, almost a commanding hill. If by flat is meant "level," then Essex, except along the low marshland of much of its coast, is not flat, but undulating: and in the north-west corner, around Saffron Walden, in the chalk country, these undulations, though still low, are steep and breathtaking. The trouble about Essex is that people no longer walk, and so do not realise how "uppitty" (to use a Somerset term) the land really is.

And as for being featureless: well, that is sheer calumny. Essex boasts some of the most beautiful villages in Britain. If I were asked to list what I consider to be the 12 most beautiful villages in Britain, four of them would be Essex villages: and only one of these, Finchingfield, is at all well known. How many know Arkesden, Newport, the Easters, the Rodings, little hamlets like Duddenhoe End? Everyone knows Suffolk's Lavenham, at least by name: few know Coggeshall, in its dell by the Blackwater. Yet Coggeshall deserves to rank next to Lavenham (and not far behind) for beautiful timber-work. There are few, if any, buildings in Britain to compare with Paycocke's House built in the 16th century for intricate herring-bone brickwork set between timber baulks lavishly carved.

Much of the beauty (I use that word deliberately) of the Essex countryside lies in the character of the rural building, in the architecture of the cottages and farmhouses. North of a line drawn from Chelmsford to Bishop's Stortford you will find in almost every village thatched and timber-framed cottages which match the landscape exactly, because they were built of local materials by men who, being themselves local, understood the object of their building: protection against weather. You will notice the same thing again in the flat country of the estuaries and marshlands, where the weather-boarded cottages fit the landscape so snugly that they might almost have grown from the earth.

Above: Paycocke's House at Coggeshall was built by a wealthy wool merchant named Thomas Paycocke in the 16th century. Few if any buildings in Britain can compare with it for its intricate herring-bone brick-work set between timber baulks lavishly carved
Right: The Blue Boar Hotel's sign in Maldon is taken from the badge of the family of de Vere who once owned the house. The oldest part of the building is the timbered wing in the courtyard which dates from the 14th and 15th centuries. There are many old beams in the rooms and the Coffee Room has Jacobean oak panelling. The Blue Boar, a Trust House hotel, is one of several historic buildings in the town. Background is the spire of All Saints Church

This is the land of the bitter east winds: you need warmth in winter. It is also a dry land of wide skies and (for England) much sunlight and, though the sea exercises a moderating influence, you need to keep cool indoors in summer. The local builders with their thatch, their lath-and-plaster, their wattle-and-daub, achieved both objects. Buildings of this type, by the way, often give an appearance of great age, which can be misleading. Lath-and-plaster houses tend to bulge and stagger, so that they look as though they might collapse from sheer old age. In fact, all that has happened is that they have settled a little as the land beneath them has settled. Stone houses of twice the age stand straighter and look younger.

The wide, wide skies, the rural buildings, the trees—there are few large woods, not many copses, but there is a wealth of hedgerow timber—these things make up the beauty of the Essex countryside. They are enhanced by cultivation. Farming is life to rural Essex and the Essex farmer, working heavy land, which would revert very quickly, is very thorough. This is man-made country: and the more lovely, the more satisfying.

You may well ask: so near London, how long will it last? The Green Belt of Middlesex, of Surrey, of Hertfordshire, artificial in any

case, is gradually being eaten away, as is the land around all conurbations. You never know where a new housing estate is going to spring up, where a " new town " is going to be built, where the " overspill " is going to spill next. This will never happen in the heart of rural Essex. Even today public transport in many parts is rudimentary—try going to Thaxted on a Sunday, for example. Colchester will spread a bit more, Chelmsford will spread a bit more, but rural Essex will remain rural: even though London is just round the corner.

Above: A familiar landmark in Essex—the windmill which stands at Mountnessing near the London-Chelmsford road. It has been restored

Top: The village green in Finchingfield is one of the most photographed features of the county. The church in the background is a large flint building of various styles. Inside is a monument to William Kemp, a local worthy in the 17th century, who kept voluntary silence for seven years

Above left: Another of the inns at Maldon is the Jolly Sailor which stands beside the River Chelmer. Maldon is an ancient borough and port

Left: The Balkerne Gate at Colchester is the largest Roman gate known in Britain. In the days of Roman Britain Colonia Claudia Voctricensis, as Colchester was called, was a flourishing substantial colony

ESSEX NEW TOWNS AND COAST

Above: Pupils walk out of Fryerns Grammar and Technical School in the New Town of Basildon. The architect for the building was Denis Clarke-Hall, in association with the Essex County architect, H. Connolly. Essex has two New Towns—Basildon and Harlow. The latter is one of the four original such communities which were the outcome of the New Towns Act of 1946. This measure, viewed with grave misgiving in some quarters, aimed at easing the pressure on the London area by drawing off both population and industry. Thus factories as well as homes and amenities such as schools and hospitals were built in them. Today, the success of the New Towns is recognised and their number is increasing. Basildon, which includes such places as Billericay, is in the eastern part of the county. Construction work on the New Town started in 1950. Harlow, in the west, stands on the banks of the River Stort, close to the boundary between Essex and Hertfordshire

Top left: This 14-storey, 160-ft.-high block of flats in Basildon New Town Centre was designed by A. B. Davies, chief architect for Basildon Development Corporation

Top right: In Harlow New Town, the Market Square is entirely reserved for pedestrians. Beyond the covered shopping arcade at first floor level can be seen the long clean façade of Joseph Rank House

Left: A photograph taken in 1962 of the waterfront at Burnham-on-Crouch. The Royal Corinthian Yacht Club which has a club house on the river is holding an open race meeting this Easter. Its Regatta is later in the year, from September 10-12

Above centre: One of the main attractions of Clacton-on-Sea is the pier. It has a ballroom, theatre, Peter Pan railway, swimming pool, dodgems and a vast amusement arcade. Another feature of Clacton is, (top) Butlin's holiday camp. This popular holiday town is well situated for excursions in the surrounding country to places such as St. Osyth's Priory, Brightlingsea, Frinton-on-Sea and Walton-on-the-Naze. Other holiday resorts along the Essex coast include Dovercourt (near Harwich) and Mersea

Above: A view looking from Leigh Cliffs towards Chalkwell in the county borough of Southend-on-Sea. This year the golden jubilee of the county borough is being celebrated. The " South End " was originally the coast part of the ancient village of Prittlewell and until the 18th century consisted of only a few huts and humble dwellings. The impetus given to coastal resorts by George III and his indulgence in sea-bathing was the real start of Southend, but it was not until 1842 that the hamlet became a parish. The development of railways improved its communications and its status, although its population in 1866 was no more than 3,000. From then on, its inhabitants rapidly increased in number and the dignity of a county borough was achieved on April 1, 1914

ON GENEVA SIDE BY SYLVIE NICKELS

460 The 12-mile stretch of road and railway from Lausanne to Vevey along the northern shore of the Lake of Geneva is one of the most beautiful in Europe. So beautiful that at times it is almost too good to be true; especially in the heat haze of a spring or summer day when the lake waters are milky blue and beyond them the mountains of Savoy brood imponderably above their dark forests, while ahead, down the Rhone valley, the seven sharp white turrets of the Dents du Midi swim out of the haze, more mirage than reality.

At the best of times it is also a busy stretch of road, for the most part by-passing the quaint little villages that slumber between the steep, stepped vineyards. This year, along with the new motorway from Geneva on the other side of Lausanne—less dramatic, but still lovely—it will be catering for traffic of unprecedented proportions.

The Swiss National Exhibition, which takes place every 25 years, opens in Lausanne on April 30, and before it closes on October 25, up to 16 million people—nearly three times the entire Swiss population—are expected to visit it. Its 137 acres extend along the Lausanne shore of the Lake of Geneva, which has been specially remoulded for the purpose. The picture it presents will be of Switzerland past, present and future, backed by a glittering programme of events including special days devoted to each of the 25 cantons and states, events of cultural, sporting, folkloric interest. Industry, agriculture, trade, transport, the arts, gastronomy—every imaginable aspect of the life of a nation will be represented in a fantasy setting appropriate to the science fiction mood of the 1960's. There is a touch of science fiction, too, about the Exhibition's famed attraction: the world's first tourist submarine, submerging regularly on its underwater sightseeing tours of the lake depths. Another undoubted draw will be the circarama cinema with its huge circular screen; yet another, the monorail offering a high-level view of the Exhibition. For the children there are special fun gardens, for the dog, special kennels. In fact, you will be able to " park " pretty well anything, probably even the car since a special car park for 25,000 vehicles is sited near the entrance.

Personally, I would leave the car at home. Public transport from the city centre is highly organised; an Exhibition railway station will serve all special trains arriving from all over the Swiss map, and an Exhibition harbour will cater for lake steamer traffic. Public transport may be crowded, but it does have a timetable to follow. When the city sightseeing is over, there is no better surrounding region in which to use one's own two feet.

As an added attraction, Swiss railways are offering nearly a 50 per cent. reduction on fares. from any point in Switzerland to the Exhibition (the return journey for the price of a single ticket, providing the ticket is stamped while at the Exhibition), and this will encourage many people to choose their accommodation away from the Lausanne area. Few people will want to spend more than a day or two at the Exhibition itself in any case, and though there is great pleasure in visiting this charming university town, with its precipitous shopping streets, fine shops and cathedral, it would not be my choice for a holiday base, largely because my idea of a holiday in Switzerland does not include spending it in a city.

In the immediate neighbourhood, I would choose Vevey which, in spite of having Montreux as a rather brash neighbour, still retains its small-town atmosphere though, sadly, some of its streets have been widened to make way for the great annual torrent of summer traffic. Or if I were less interested in excursions, I would retreat to the mountains, to one of the resorts such as Leysin, Villars, Champéry or Verbier, so gloriously placed high above the Rhone Valley, permanently facing the kind of views that really do out-match the holiday posters. These and other resorts are reached either by bus or mountain railway from the main line stations along the Rhone valley, and once there you usually think twice before coming all the way down again.

Vevey, on the whole, gets the best of most worlds. The lake is permanently on the front doorstep, with the steamers calling in regularly on their way from Montreux to Lausanne and eventually Geneva, or across to the French shore. From the back doorstep rise the mountains on which the crowds flocking to the Exhibition are unlikely to make much impression. In 15 minutes by funicular you can be on Mont Pélerin (2,600 ft.); in 1¼ hours on Les Pléiades (4,500 ft.), from which you can return on foot, pausing near the castle of Blonay for a superlative strawberries-and-cream tea. In five minutes by rail or 15 by trolley, you are in Montreux for the start of the Montreux-Oberland mountain railway up through Château d'Oex and Gstaad and down again to Spiez on the Lake of Thun. Behind Montreux the mountains rise more steeply with yet another mountain railway creeping up to the main summit of the Rochers de Naye (6,700 ft.). Small centres such as Glion and Caux are firmly rooted among the meadows and forests on the lower slopes from which there are glorious walks back to the lake shore. The fields of wild narcissi above Vevey and Montreux in May are one of the most beautiful and refreshing sights of the European spring.

All these railway routes are popular with visitors; it is the mountain slopes themselves which offer escape from the crowds. For true and energetic escapists, however, there is one local mountain which provides no crowd problem at all. Its 7,100 ft. bulk dominating the south-eastern end of the lake, just on the Swiss side of the border, the Grammont does not feature in any excursion programme. To reach it, you must cross by lake steamer to the little village of Bouveret, from which you start the strenuous, lovely walk through forests and, at last, high above them, after a long, long, time you reach a scattering of houses by little Lake Tanay sheltering just behind the summit. But there are still a few hundred feet to go before you stand on the summit to peer down on to the Lake of Geneva, and the busy world of its tourist riviera; a world apart from your own clear mountain silence.

For further information: Swiss National Tourist Office, 458 Strand, London, W.C.2.
Means of access: London-Geneva by BEA, Swissair, etc., from £21 11s—£26 3s tourist night excursion return, £33 11s ordinary day tourist return, £46 19s 1st-class return. By passenger-and-vehicle air ferries of BUA, Southend-Geneva: passenger fare £32 14s return, car fare from £12, according to length. Geneva-Lausanne, by rail, £1 3s single 2nd class; £1 12s single 1st class. These single tickets can be used for the return journey if stamped at the Exhibition.

London-Lausanne, by surface travel, from £16 12s 2nd-class return; from £24 2s 1st-class return, excluding sleeper or couchette and meals.

Note the considerable advantages to be gained from a Swiss Holiday Ticket for those who intend travelling extensively in Switzerland. In addition to providing cheaper travel, 1st or 2nd class, this ticket also offers reductions of 50 per cent. on any or all of five excursions of your choice.

DUTY-FREE TOURING

At long last Gibraltar is becoming a tourist resort in its own right. Projects put in hand many years ago are now reaching fruition. The Rock Hotel has been entirely renovated and a new wing of 42 rooms added. Main Street is now one of the busiest shopping centres in the whole Mediterranean. Duty-free bargains there are attracting thousands of tourists on shopping sprees from the Costa del Sol as well as from Morocco.

Suggested ten years ago and only now being put into effect is the creation of the Gibraltar Riviera, which will stretch from Eastern Beach, by the Airport, to Sandy Bay, towards Europa Point. Catalan Bay, which has always been a picturesque fishing village with a very pleasant sandy beach, is now overlooked by the splendid-looking Caleta Palace Hotel, due to open in the spring, at the same time as the long-awaited Casino, while on Eastern Beach another new hotel, the Mediterranean, is opening at the end of this month.

In the town the old sleazy other-ranks atmosphere is disappearing fast. Little restaurants are opening and also night clubs. One of these, El Polvorin, is to be found inside the original walls of the town. Improvements have been made to the roads round the Upper Rock. St. Michael's Cave is now a concert hall, and Bach's Toccata and Fugue sounded magnificent last time I was there, and that was only a tape-recording. This cave, together with an open-air theatre in the Alameda Gardens and the patio of the old Spanish convent, now the Governor's residence, will be used for the various presentations of music, drama and ballet during the annual Festival of the Arts which takes place between July 4 and 12.

P. & O.-Orient Lines are going to run a Christmas cruise this year, with the additional attraction that every member of a family who is under 18 years of age will get a 50 per cent. fare reduction. This bright thought should ensure the success of this 14-day trip to Casablanca, St. Vincent, Teneriffe and Madeira on the 30,000-ton *Iberia*, which will leave London on Sunday, December 20 and return on Sunday, January 3, 1965. Fares range from £69 tourist class and from £115 1st class. **W.D.C.C.**

Above left: Lausanne, where the Swiss National Exhibition will be held next month, with the Swiss and Savoy Alps on the far side of the lake

Left: These tents, one is to contain a casino, will be the focal points for the Exhibition's night-life

TOURING EAST ANGLIA

As a fringe resident of East Anglia, I am probably prejudiced in considering that this part of England gets far less attention than it deserves. Not, however, through any fault of British Railways' Eastern Region.

Their East Anglian Ranger Ticket is your passport to the counties of Essex, Cambridge, Suffolk and Norfolk—six days of unlimited travel (Sunday to Friday) as long and as far as you wish for the very modest sum of £4 2nd class and £6 1st class (children half price). Families using one and a half or more tickets are entitled to a further reduction. A leaflet describing this facility is obtainable from British Railways, Liverpool Street Station, London, E.C.2, or the British Railways Travel Centre, Lower Regent Street, London, S.W.1. **S.N.**

ELIZABETHAN DAYS

462 **Elizabeth—Queen and Mother** by Graham and Heather Fisher: W. H. Allen. 30s, is as timely a publication as one could wish, arriving in the very week of the birth of the new little prince. The authors have taken the Queen's accession as the starting point of their book and have made it as intimate and friendly a portrait as possible, while avoiding any suggestion of the keyhole technique. There are plenty of good anecdotes about the Royal children and a view of Elizabeth II herself which is both gracious and understanding. So often I have found "Royal" books are a bit of a bore: they tend to be stiff or monotonous. Here is one that is sensible, lively and in good taste.

Thomas Howard Fourth Duke of Norfolk by Neville Williams: Barrie and Rockcliff. 35s, comes to us as the first biography of one of the great figures of Elizabethan days. Under Elizabeth I he was England's sole duke and largest landowner. He was also a man whose three marriages added greatly to his prodigious wealth and yet he came near poverty through the scale of his building and the princely style in which he lived. Dr Williams has an agreeably relaxed manner of writing and his exhaustive study of this remarkable man of 400 years ago should certainly have a wider popularity than many such works.

The Animal Catchers by Colin Willock: Andre Deutsch. 21s, takes this author from his familiar world of wild-fowling to Africa and to an imaginary, newly independent state. It is not with politics that he is concerned, however, but with what he sees as the greatest collection of wild animals the world has ever known. Mr Willock writes persuasively and endorses the case for their preservation believing that these new nations see clearly the cultural and economic value of keeping their big game on the hoof.

Two Star Red by Gwen Moffat: Hodder and Stoughton. 21s, tells the story of the RAF Mountain Rescue organisation, begun during the war and operating today in the United Kingdom, Cyprus and Aden. Their main duty is to rescue the crews of crashed aircraft but in practice a good deal of their time is devoted to rescuing mountaineers in difficulties. Miss Moffat is the wife of Johnnie Lees who was for nine years chief instructor to the service. She has first-hand experience herself; a fact which makes her book as authoritative as it is absorbing in its tales of dangers overcome and, from time to time, tragedies.

Bardot, M.P.? by A. P. Herbert: Methuen. 21s, is the characteristically provocative title of another collection of Sir Alan's Misleading Cases and very good fun they are, always with a substratum of sound sense. One of the most amusing of the cases is devoted to a lawsuit concerning a dramatic critic who has been bold enough to write that "an onset of nausea" prevented him from seeing more than the first half of a certain play. Another deals with a poetic exchange between the well-known Mr Haddock and the Income Tax Collectors. All these pieces, short or long, are very well worth the reading.

The Valley of Bones by Anthony Powell: Heinemann. 18s, pursues the tale of one Nicholas Jenkins' exploits and is a further volume in the author's long novel, *The Music of Time*. Like its predecessors, it is perfectly capable of being read as a separate book and quite entertaining enough on the other hand to make one want to go back to the start and follow through. The time is the beginning of the war, during its "phony" period and Jenkins is seen as a second-lieutenant in an infantry regiment, training in Wales and Northern Ireland. Widmerpool, I would add for the initiated, makes a typically effective entrance towards the end.

A Kind of Wild Justice by Peter Ludwig Brent: Bodley Head. 18s, is an odd but powerful story about a man who disappears without warning from the well regulated and charitably concerned life he has been leading and for six years remains an enigma. Then one of the journalists who had been on the story earlier thinks he recognises him, living under another name and sets himself to trace his history. Thoughtful, imaginative and with a good deal of originality.

Graduate by Charles Webb: Constable. 21s, is an American novel, largely told in terms of dialogue and giving a vivid picture of a young man with a brilliant scholastic career and the holder of a post-graduate scholarship to the university of his choice. His parents celebrate his success with a party and give him an Italian sports car but Ben is a rebel who will accept neither adulation nor offers of love and gets himself into a highly emotional fix. I'm not sure that I found him an altogether agreeable character but his story is told with enough verve to hold the interest.

Dames' Delight by Margaret Forster: Jonathan Cape. 18s. Not every girl who is clever enough to get an admission to an Oxford college is necessarily an academic by nature and so it is with the heroine of Miss Forster's novel. In sharp contrast to those nostalgic Oxford novels which graduates and non-graduates seem to enjoy writing and which are apt to present the university as a kind of island paradise, this author has attempted to take the place apart and, in her own terms, to write a thoroughly amusing and irreverent book about it. Morag has her own fairly optimistic ideas about Oxford: the truth as she finds it is very different indeed. With the help of an enterprising friend she sets out to make her own choice between the Oxford of myth and the Oxford of actuality. The result is a fresh and amusing book.

RELIGION AND ACTION

Pope John and his Council by Carlo Falconi: Weidenfeld and Nicolson. 42s.

Apostle For Our Time: Pope Paul VI by John G. Clancy: Collins. 21s.

Luther and the Reformation by V. H. H. Green: Batsford. 30s.

Israel: Years of Challenge by David Ben-Gurion: Anthony Blond. 25s.

Essays of a Humanist by Julian Huxley: Chatto and Windus. 30s.

Tomorrow is Now by Eleanor Roosevelt: Hutchinson. 21s.

Children of the Developing Countries by Thomas Nelson. 16s.

As the Roman Catholic Church moves towards a new era in relationship with other Christian Churches, it has elected to the papacy two men in succession who have renounced the traditional separatism and who have been eager to make positive steps towards understanding.

The memory of Pope John XXIII, who summoned the Church to the Second Vatican Council, will long remain vivid before the world. Carlo Falconi, who is familiar with the Vatican, in which he worked for many years and at one time in the priesthood, recalls the intensity of those vital and as yet unfinished discussions in his diary, *Pope John and his Council*. He covers the period from September to December, 1962, recording the highlights of the conference as also the minutiae of its day to day working. Some of it has the touch of a Creevey or a Greville in its notable frankness, and we see how men can become absorbed in a mounting of detail while others, like Pope John himself, could point to the need for great simplicities. This piquant diary has been translated from the Italian by Muriel Grindrod.

Cardinal Cushing, Archbishop of Boston, writes the introduction to John G. Clancy's *Apostle For Our Time*, a biography of Pope Paul VI. He emphasises from the outset the many-sidedness of this new Pope, at one and the same time one of the great diplomats of the Church, and also the loving and beloved Archbishop presiding over his Milanese flock; a priest called by some a progressive and a revolutionary, and seen by others as the voice of moderation in the Vatican Council. Mr Clancy, an American who is a Chamberlain in the Papal Household, writes with much authority, revealing in essence marked similarities between Paul VI and John XXIII. Over and above all, Paul asks men to see each other as brothers and not as competitors and, if he is deeply concerned in spiritual matters, we learn time and again through his utterances the need for work "on a universal scale to improve the conditions of life."

From those who would bring the churches towards unity let us turn for a moment to the one man, above all others, who fractured the unity of medieval Christendom. Vivian Green, in his new volume *Luther and the Reformation*, examines the inconsistencies and paradoxes of the reformer's character against the background of intensive 19th and 20th century thinking and writing on this compelling subject. Luther's creative energy, he says, was ultimately more impressive than his destructive fury in "stirring a mighty storm and tempest in the Church."

David Ben-Gurion, one of the founders of modern Israel, makes a bold sweeping survey of the establishment of the Jewish national home in *Israel: Years of Challenge*. His massive grasp of the problems before the new nation is demonstrated in particular in the final chapters where Mr Ben-Gurion discusses the reclamation of the Negev. Deeds have already been performed in this little country that have no parallel in human history, he says, but in these wastelands to the south an even greater effort will be necessary for Israel to emerge triumphant into the modern world.

Other People by Celia Dale: Cassell. 18s, is the story of an adolescent girl brought up safely and securely by her mother and suddenly faced with a radical and painful change in her life. The father who has been away for 12 years returns and the little family is shaken violently into a new pattern. The girl with the natural selfishness of youth had always thought of drama as something that happened to other people. Now it is in her home and she must make adjustments between herself and her parents as well as teaching herself to accept the relationship between them. Miss Dale writes compassionately and honestly all the time; the story she tells in this book has its own reality and its own sincerity.

A Day In Summer by J. L. Carr: Barrie and Rockliff. 18s, tells the story of a man who visits an English country town on a day of high summer to find it given over to an annual fair. He is nothing more extraordinary on the surface than a bank clerk with a day off but he has a purpose and that is one concerned with tragedy. A year before his son had been killed in a road accident and the man responsible had been acquitted, but the father had seen the smash and had watched the man's face on acquittal. He is determined to exact his own vengeance. Mr Carr has written a powerful story and one with undertones of pathos.

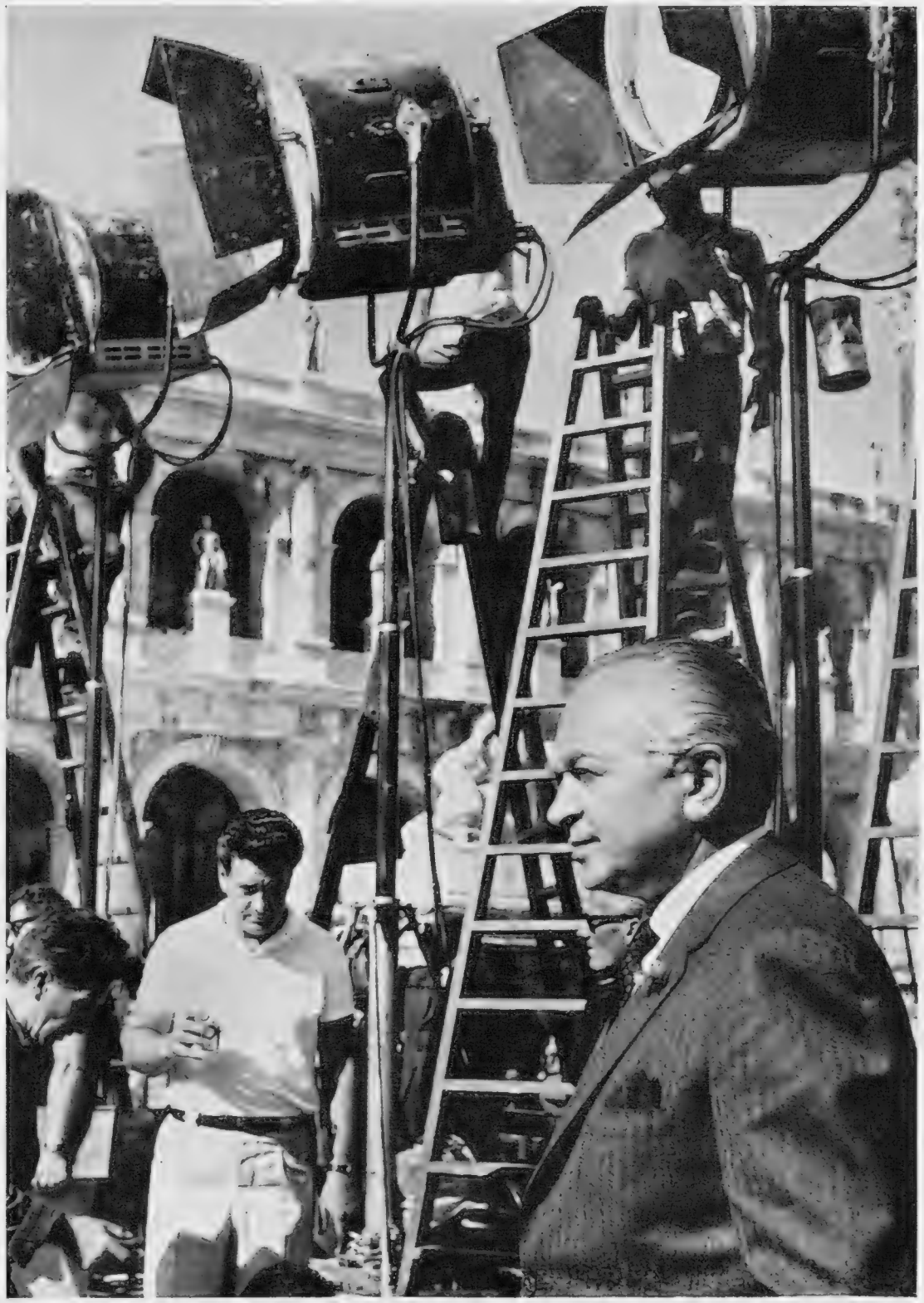
When the Lion Feeds by Wilbur A. Smith: Heinemann. 30s, is a novel of Africa in the last quarter of the 19th century and a very impressive book it is in its wide scope and its descriptive colour. Mr Smith has written about the beautiful country of Natal, and about Johannesburg as it was in its brash and violent beginnings. His story has pace as well as considerable length and there is action and drama to spare in its telling.

Vernon Fane

Both Julian Huxley in his *Essays of a Humanist* and the late Eleanor Roosevelt in her last book *Tomorrow is Now* emphasise that the world's present difficulties stem from a crisis of convergence—a convergence of nations, cultures and populations, a convergence of conflicting ideas and values demanding to be reconciled in some renascent philosophical approach and into some new evolutionary and humanist system. This may be a very solid menu, but needless to say both authors are clear cut and lucid in their suggestions and expositions. Both have much to say about man's present materialistic course, and questions of colour and white integration loom as large and as wide as the problems between East and West.

Children of the Developing Countries touches movingly on the lives of 500 million children now growing up in lands where they cannot truly be given the start in life that is essential for them as human beings and essential for the nations to which they belong. This factual and vital report is made by the United Nations Children's Fund, which is currently allocating about $40 million a year to assist various government projects throughout the world for the benefit of children. The allocation is clearly totally inadequate and the report says so.

Richard Edmonds



BRONSTON

SAMUEL BRONSTON, the producer of *The Fall of the Roman Empire*, stands in right foreground on the set during the making of the film in Spain. Starring Sophia Loren, Alec Guinness and James Mason, it was to have its Royal world premiere at the Astoria Cinema in London on March 24. Previous films produced by Samuel Bronston include *John Paul Jones, King of Kings, El Cid, 55 Days at Peking.* He thinks the most important aspect of any film is not its scale, but its story. " It must be a film which can be enjoyed by every member of the family," he says, " and yet have such lasting educational properties that it can be brought back to the screen every ten or 15 years without losing its original impact." Of the further films planned by Bronston, one will be based on Huxley's *Brave New World* and another set in Paris around 1900, which is to be directed by Vittorio de Sica. The Bronston team of writers is preparing for *The Battle of the Bulge*, and for films on Suez and the French Revolution

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **COLONEL A. C. NEWMAN, V.C.**

Colonel A. C. Newman, V.C., O.B.E., T.D., D.L., M.I.C.E., is Chairman and Joint Managing Director of W. & C. French Ltd. of Buckhurst Hill, Essex, and Vice-President of the Federation of Civil Engineering Contractors. This group of Companies includes W. & C. French (East Africa) Ltd.; Leca (Great Britain) Ltd.; Contractors' Electrical Services Ltd.; Contractors' Scaffolding and Formwork Ltd.; C. J. Smith (Abridge) Ltd.; William Iszard Ltd.; and Bellrock (Southern) Ltd. Colonel Newman was appointed Chairman of the Council of the Federation of Civil Engineering Contractors in 1958, and is a Director of Construction Equipment Exhibitions Ltd. Born in 1904, he was educated at Bancroft's School, Woodford Green, Essex. After serving with the 4th Battalion Essex Regiment (TA) from 1925 until 1939, he commanded No. 2 Commando from 1940 until 1945, winning the Victoria Cross for his part as military commander in the raid in 1942 on the German-occupied naval base at St. Nazaire in France. From 1950 until 1952, Colonel Newman commanded the SAS Artists' Rifles. Appointed a Deputy Lieutenant for the County of Essex in 1946, he is a member of the Legion of Honour and has the Croix de Guerre. In 1957, he was awarded the O.B.E. Colonel Newman is a keen golfer: he is a member of the Royal & Ancient Golf Club at St. Andrews, the Royal St. George's Golf Club at Sandwich, the Royal Cinque Ports Golf Club at Deal and the Thorndon Park Golf Club, Essex. The London club to which he belongs is the East India & Sports

THE END OF COAL GAS?

by The Sphere Industrial Correspondent

It is now quite likely that Britain will never build another new plant for making gas out of coal. That is the real significance of the reply recently published from the Minister of Power to the Select Committee on Nationalised Industries, telling the committee that the Gas Council and the National Coal Board did not propose to go ahead with a large-scale Lurgi plant. It is true that experiments are to go on with one other process that the gas industry has been studying in recent years, which might offer a rich and non-poisonous gas from coal gasification. Nevertheless, that is an uncertainty for the medium run. For the immediate future of gas-making in Britain, Lurgi had seemed to offer coal one more chance, but for a year or more it has been known within the gas industry that this chance was unlikely to be taken. Now the decision is officially on the record.

A considerable research and development effort, plus campaigns of wholehearted promotion, had been ploughed into the Lurgi process during the last decade or so, particularly in Britain. The process originated in Germany in the '30's; it played a part, indeed, in Germany's attempts to reduce its dependence upon oil supplies controlled largely by the Allies by developing synthetic oil production. However, it was as a method of making gas out of non-coking coals that it has had some economic success since the war—particularly on lignite or brown coal deposits; and most of the British research, which began in 1956, has centred upon the complete gasification of "weakly caking" British coals.

The attraction of complete gasification processes, in the late '50's, was that the gas industry wanted to reduce its obligation to produce and sell two fuels instead of one. Ordinary carbonisation processes, which have changed enormously in technical detail but hardly at all in basic principle since Richard Murdoch developed a gas-producing engine at the beginning of the 19th century, bake the gas out of coal and leave coke. The gas manufacturer, therefore, makes two fuels out of raw coal; and to do so economically he needs to sell both roughly in balance to the proportions in which his process turns them out.

There are circumstances in which this can be convenient: certain kinds of "hard coke" for example, are essential for the smelting of iron and some other metals, and the gas produced as a by-product of iron production may be valuable enough to pipe far and wide as a general fuel for homes and other industry. That was the basis upon which gas production developed in Germany and the United States. In Britain, gas undertakings in some ironmaking areas buy considerable amounts of coke-oven gas from steelworks; but in general, Britain has always manufactured gas as the main fuel, and sold coke—mainly non-metallurgical, as a general furnace fuel—as the by-product.

Marketing two fuels and trying to keep the markets in balance can be a fairly complicated operation; moreover, in the years since the war it has begun to hamper what might technically be desirable advances in gas production. The modern methods of carbonisation—continuous vertical retorts and coke ovens—are highly efficient plant in an engineering sense, though very costly. The only possibility of increasing their efficiency might possibly lie in seeking economies of scale—building them bigger and bigger—which often as with electric power stations give them lower and lower capital costs per annual unit of production. Yet the commercial difficulty of marketing the coke that would be produced along with gas over the much greater areas involved—being lighter, coke has much greater bulk per ton than the coal moved to make it—tended to limit the possibilities of enlarging carbonisation plant beyond a certain level.

Complete gasification, by the Lurgi or other processes, would have given the industry only one fuel to market, a modern "fuel of convenience." The British gas industry has built two Lurgi plants in recent years, one at Westfield in Fife and the other, commissioned in 1963,

One hundred 34 ft. steel gas pipes were laid daily when the South Eastern Gas Board used a helicopter to lay a pipeline over three miles of waterlogged ground at Pevensey Marshes, near Eastbourne. This unusual method avoids damage to farm land

at Westfield in Birmingham. In 1957 the Gas Council had a design study made for a much bigger Lurgi plant in the Midlands; in 1959 it decided that the economics were not sufficiently attractive to justify going ahead. But in 1960 the Wilson Committee on Coal Derivatives suggested that the Lurgi process still seemed the only chance of producing town gas cheaply from coal; and the National Coal Board, too, was persuaded that technical improvements since the Desford study could again make Lurgi competitive.

In February, 1961, therefore, the Gas Council and the National Coal Board jointly decided to finance further detailed studies of the process. A joint study group was set up; it commissioned complete project studies from three technical consulting firms for a plant to gasify 750,000 tons of coal a year, with an output of just over 110 million cub. ft. of town gas (from the Lurgi gas and "enrichment" gas from naphtha) per day. This project would have been three times the output of the two Lurgi plants that exist at present.

The answers, as now brought out in the joint study group's report, were not in themselves unpromising. They suggested that town gas could be made for 8d to 10d a therm (varying according to how continuously the plant could be run). This compares with figures of 1s to 1s 3d a therm at most of the carbonisation plants operated by the gas boards. The latest figures for Lurgi, from these estimates, are within the limit of 10d a therm which the gas industry some years ago specified as essential for any new processes to be adopted in replacing existing carbonisation plant.

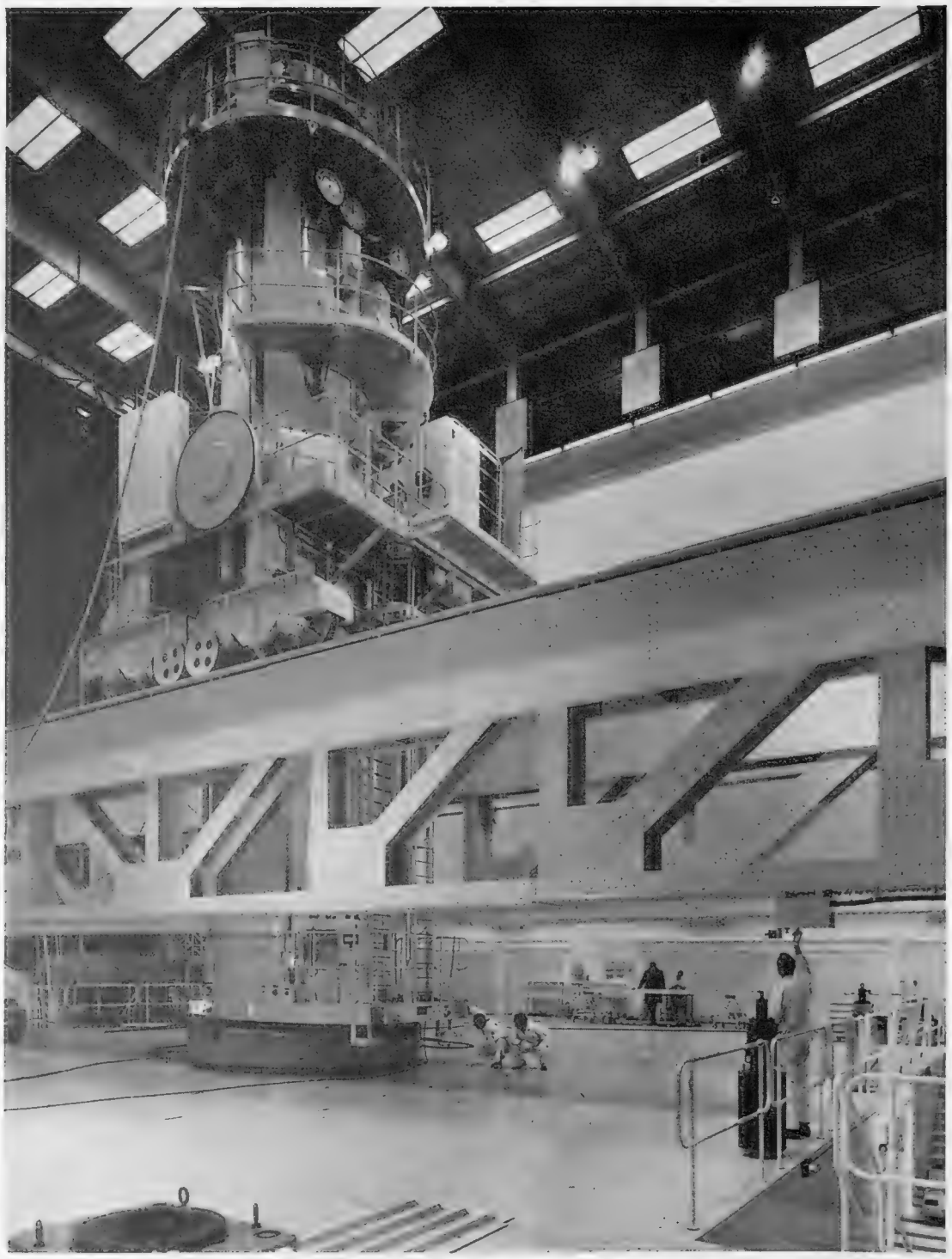
But the town gas that could now be produced from Lurgi gasifiers has no longer to compete with carbonisation plants, or with the gas-from-oil plants that were available at that time; nor indeed, with the oil prices that the gas industry was obliged to pay at that time. It has now to compete with naphtha—the light distillates from the refining of crude oil—sold at knockdown prices, and turned into gas in much more efficient, continuous re-forming plants. These are now offering town gas for some 6½d to 8d a therm, significantly cheaper than anything from coal.

Oil gasification, in the years since the Desford scheme first came under discussion, seems also to have stolen something of a march on what was then considered Lurgi's greatest rival—the import of methane from Algeria, liquefied in refrigerated tankers. This project was put in train, and indeed the first shipments of Algerian natural gas ought to be landed in Britain fairly shortly. But it is doubtful whether the town gas made from it, after being piped through the new national grid to area gas boards, will be as cheap as some of those gas boards can now make from their new oil gasification plants.

Any further contract made for Algerian gas will have to compete on cost not only with what oil can offer today and tomorrow, but also with the price at which natural gas might be landed in Britain from nearer home. Dutch gas from the Slochteren gasfields, the largest in Europe, is being offered to Britain at prices probably under those of Algerian methane—though not yet as cheaply as the British gas industry is prepared to pay for it. All the bargainers, moreover, have in mind a huge unknown in their equations—the possibility that there may be big gasfields under the North Sea, equally available to Britain. Whether there are, and what the discovery of large gas reserves there would do to the effective cost of competitive gas sources in Britain, remains to be seen.

But all of these new sources of gas, brought into the market by the same surge of research and development by this industry that offered both Lurgi and Algerian methane, are likely to expand at the expense of coal. Coal still accounts for three-quarters of the gas made in Britain, and it will take a long time for the industry's plants to become due for replacement. To the extent that coke is still required for metallurgical purposes, moreover, coke-oven plants will no doubt be replaced (by the steel rather than the coal or gas industries). But plants built specifically to make gas out of coal, in this country, have perhaps this month been firmly labelled a thing of the past. The long partnership of these industries, a once prosperous but in recent years increasingly acrimonious interdependence, has still some years to go. But a term has been set to it.

POWER AND COMMUNICATION

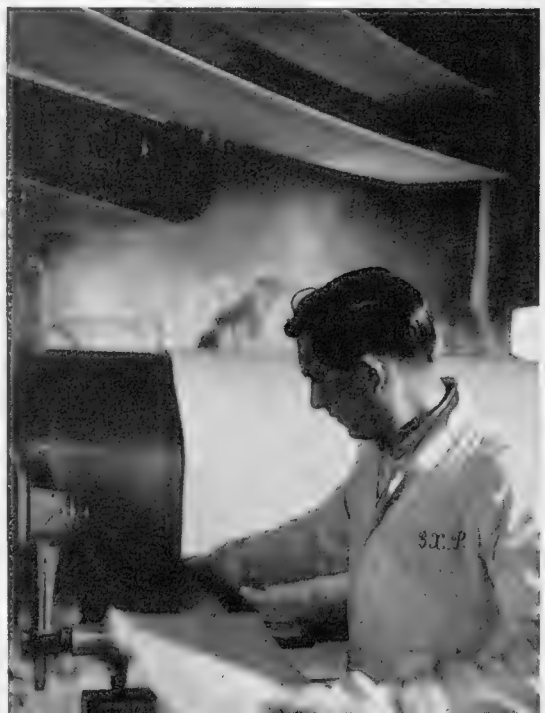


Above: At the CEGB Nuclear Power Station at Bradwell, Essex, technicians check shielding operations in the Pile Cap area. The 60 ft. high pressure vessel, carried on a movable gantry, effects the loading of new fuel and the discharge of spent fuel in and out of the nuclear reactor. The gantry system allows for accurate positioning of the vessel over any one of the 80 standpipes which give access to the reactor core

Above centre: A bird's eye view of part of the port of London at Tilbury controlled by the Port of London Authority. The four white arrows show the extent of the planned dock development

Right: BX Plastics Ltd. have a factory at Manningtree. Here, an operative superintends the milling of *Velbex* flexible PVC

Far right: At Highams Park, in the Halex works of the British Xylonite Co. Ltd., a crate liner comes from the ejection mould



Above: At Ford's factory at Dagenham, a tractor wheel is fitted on a section of the tractor assembly line. Over half a million cars, trucks and tractors are made by Ford of Britain annually. The firm employs about 55,000 workers throughout the country. Of these, about 40,000 are at Ford's main plant at Dagenham

Top: Finishing touches are put to a Ford car in the 'prepare for sale' section

Left: Apprentices at work in the Training centre of the Marconi Company main works at Chelmsford. The first radio college in the world was Marconi College, founded in 1901. The Marconi Company originates from the arrival in this country in 1896 of Guglielimo Marconi, an Italian, who was granted the first patent for his method of telegraphic communication without wires. He founded the world's first radio company in the following year

POWER AND COMMUNICATION *continued from page 467*

Left: The view is from the bridge above the British Railways, Eastern Region's marshalling yard at Temple Mills in Leyton, north-east London, looking towards Stratford. New ways of shunting wagons are directed from the control box **Below:** The ships at Parkeston Quay in Harwich, Essex, are the SS *Avalon* and the SS *Amsterdam*. They are employed on the Continental service across the North Sea

INDUSTRY AND THE STOCK MARKET

TOY-CUPBOARD ECONOMICS *by The Sphere City Correspondent*

The British toymakers make a fascinating economic study at the moment. On paper their industry is booming as never before. They sold £44 million worth of dolls and soldiers and model car-racing sets last year—£9 million of them abroad—and are now among the leading toy-exporters of the world. There were 71 of them at the Nuremberg Toy Fair this month, and they came back with £900,000 worth of orders—a jump of 15 per cent. on 1963. Among their ranks are two or three of the most spectacular growth companies of the last decade. And yet everything on the nursery floor is very far from lovely.

Meccano, with their Dinky Toys and their Hornby trains, have just disclosed crippling losses and vanished into the embrace of the huge Lines Brothers group. Lines itself, owning Triang, and Hamleys and half the best-known trade marks in the toy-shops, has seen its profits slump in three years from £1·3 million to just over £400,000. And even more recently, John Waddington's, makers of "Monopoly," "Buccaneer," and all the beguiling card games that keep the children quiet on wet days, have expressed grave doubts as to whether they will be able to keep up their final dividend.

What went wrong? With Lines and Meccano, a lot of the trouble undoubtedly stemmed from the decline of that old standby, the model railway. Meccano lost £600,000 in trucks and points and locos it could not sell, and Lines, whose "Rovex" subsidiary had taken a lot of the business away from them, in turn met a rapidly shrinking market (though a third of the profits still come from this source).

Dolls, another Lines standby, also suffered badly in the last ten years. Sales were 25 per cent. lower last year than they were in 1952, while plastic objects—squeaky giraffes made out of polyvinyl chloride, and Popeyes that you can tie in a knot—more than trebled over the same period.

The big gainers here were a couple of bright young men called Beecham and Feldman, who run a firm called Dunbee-Combex. They have a tight grip on the squeaky toy market (along with their other profitable activities in plastic tablecloths and suchlike) and their shares, since they went public in 1962, have quadrupled in value.

Lines are striking back with their widely advertised "Sindy" doll, which has the great advantage that not only does the customer buy the original doll, but she then goes on to nag her parents into acquiring piecemeal the whole extensive (and not cheap) wardrobe that goes with her. But it will take a lot of Sindys, even in gold-lamé evening gowns, to offset the heavy losses Lines have made so far on their effort to get into the Common Market. Development costs on the French factories have been "exceptionally high" and show no sign yet of bearing early fruit.

Both Meccano and Lines made small model motor cars, but both were eclipsed in this highly lucrative field by two much younger companies, Lesney and Mettoy. Lesney, using high-precision die-casting methods, and automated, mass-production methods that make a real car factory look positively old-fashioned (they never consider a run of less than a million models at a time), cut right to the root of the market with their "Matchbox" cars, still basically selling at under 2s a time.

Mettoy, on the other hand, went into the Dinky Toy price range, but threw in all sorts of refinements—independent springing, opening doors, skis on the roof, luggage in the opening boot. The results, shown in their first published report since floating the shares on the Stock Market last summer, are phenomenal. Against a forecast profit of £346,000 they in fact produced £426,000, and there are several newer activities—plastic playballs, and imports of the French trains called "Playcraft" which sell through Woolworths and which have yet to show their real paces.

With Airfix, the specialists in plastic construction toys, and the electric motor-racing circuits which have helped force the toy-train makers to the wall, these two have been the prime gainers from the "affluent childhood" of the 1960's. And there is no sign yet that their progress is slowing up. Lesney has a new, vast and even more modern factory coming into production; Mettoy is brimming with ideas; and Airfix are applying their sales expertise to an ever wider range of plastics—household as well as toy.

Among the older names, however, there is one that is apparently climbing back, after a long period in the doldrums. Chad Valley made losses and paid no dividends for six years. But last summer they paid 5 per cent. to their patient shareholders, and announced that they expected "good results in due course." Waiting for them, the market has taken the share price up to 26s (against the 4s low of 1958). But even at this level they may well be worth watching. Earnings, last time, were as high as 76·9 per cent., giving fair scope for generosity.

	Price	Yield %	Times Covered
Airfix	52s 9d	2·4	2·9
Dunbee-Combex	23s 9d	2·2	2·2
Chad Valley	26s 0d	0·96	25·1
Lines Bros.	24s 0d	4·1	1·7
Mettoy	28s 6d	2·6	4·0
Lesney	79s 0d	1·8	4·3
J. Waddington	18s 6d	5·7	3·0

WOLSELEY HORNET Mk. II

A luxurious way of Mini motoring

W231

Her daily errands were never easier. Running the children to school—quick, safe and in roomy comfort. Shopping in the village—no parking problems, so nippy in traffic and what ingenious use of luggage space. Taking friends out to tea—smart and luxuriously equipped with refinements like real leather upholstery.

The new Wolseley Hornet Mk. II with 998 c.c. engine and extra powerful brakes makes day-by-day motoring a real pleasure.

£460 plus £96.7.11 P.T.

BUY WISELY -BUY WOLSELEY

TWELVE MONTHS' WARRANTY and backed by BMC Service

THE BRITISH MOTOR CORPORATION LTD. BMC

WOLSELEY—A LUXURIOUS WAY OF MOTORING

B.M.C. are the world's largest producers of front wheel drive vehicles. Current production now over a million.

WOLSELEY MOTORS LTD., (SALES DIVISION), LONGBRIDGE, BIRMINGHAM · Overseas Business: Nuffield Exports Ltd., Oxford. Personal Exports Division, 41-46 Piccadilly, London W.1.

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

470 Quite a lot of the credit for Sir William McFadzean's complimentary remarks about the part industry in Birmingham is playing in the British Industrial Fair at Barcelona next month must go to Mr Tony Cox and his staff. Mr Cox, a quietly spoken former designer of optical instruments, came south from Glasgow Engineering Centre in 1953 and has supervised, as director, the change of role and home of Birmingham Engineering and Building Centre, the direct descendant of the Birmingham Exchange founded in 1861.

From the solid security of the former Masonic temple, built as a war memorial, where its permanent exhibition and varied facilities are housed, the Centre has been sending out group stands to trade fairs overseas for some time. The Barcelona venture, for which it has attracted 70 firms—many from outside the Midlands—has proved that its reputation for sound and imaginative handling of these delicate matters is growing. Not that this represents the whole of Birmingham's contribution to Barcelona; 30 Birmingham firms are also taking individual stands at the Fair—the best response of any industrial centre in the country, according to Sir William. But the cost of taking such a stand is prohibitive for most companies.

Mr Cox says the minimum for an individual exhibitor works out at about £2,500. By taking the smallest space on the Centre's stand, an exporter can have a base from which to meet Spanish buyers and explore the market for well under £100; the minimum is £85, though the average is around £200. The group stand has cost the Centre between £4,500 and £5,000; its enterprise is being well rewarded by the variety of products that will be displayed there and the service it is offering to British industry in general. In the widest sense, as well; one of the exhibitors is the Northern Ireland Development Council.

Orders for Tube trains

Whatever relief the Victoria Tube may bring to hard-pressed London commuters, it has already brought a fair measure to one of the largest units of the shrinking railway carriage and wagon industry. To provide the 30 eight-car trains (with a few spare cars) needed for the line will mean two years' work for between 350 and 400 workers at the Birmingham works of Metropolitan-Cammell Carriage and Wagon. Since 1958 London Transport has been one of the company's mainstays in this field, for the end is in sight of contracts for 1,059 Tube cars ordered in that period.

The 244 cars for the Victoria Line will be worth £2,250,000 to Metropolitan-Cammell, whose railway division has been seriously affected, like the rest of the industry, by the cutting back of orders on the home market in recent years. Like the Smethwick firm of Birmingham Carriage and Wagon, which I mentioned a week or two ago, Metropolitan-Cammell has also turned the demand for industrial premises in the Midlands to good advantage; it has converted part of its Saltley works into an industrial estate.

Hexagonal houses

I freely confess I never expected to find a six-sided house more than functionally attractive. The design by Formula Research which has been built under licence by Lewis and Watters, the Warwick builders and civil engineers, looks good, however, from almost any angle. The ability to turn through 60 degrees and exploit the contours of a site presents something new for planners of terraced estates. A central duct within the house not only helps to support the floors but also carries services and heating system. Mr John Thorne, the young consultant architect, formerly on the staff of Birmingham School of Architecture, has made clever use of the design's potential.

Basically he has provided an open plan kitchen, lounge and two bedrooms, with generous built-in fittings; at £1,950 for the two-bedroomed house—say about £2,500 with land—there would seem to be a good potential. Certainly the building firm has confidence enough to have started a programme of 1,000 such houses to be produced, it is hoped, in the next 12 months at this guaranteed price, and aimed at the local authority market. With the ability to dispense with scaffolding or cranes, and the possibility of putting the houses on the market in kit form, the savings could obviously be very large indeed.

Hexagonal houses designed by John Thorne

GOOD LIVING

by Ganymede

Do you allow your dinner guests in a restaurant each to have a menu and order for themselves, or do you consider that you as the host should do this, either there and then, or perhaps in advance? The greater the number of your guests the more confusion and slowing down of the service will result from independent ordering. As for the wines to go with the food, how can one expect to make the best choice if different people are eating different things?

I was discussing this problem with Joseph, Mr Giuseppe Italo Rigotti, who is the newly appointed restaurant manager, when I was lunching at Grosvenor House the other day. We are old friends, for he had been assistant restaurant manager for nearly ten years there before his promotion. His experience however goes back a long way to the spacious pre-war years: 20 years at the old Carlton, where his father had been sous-chef to the great Escoffier, then the Berkeley and more recently Claridges.

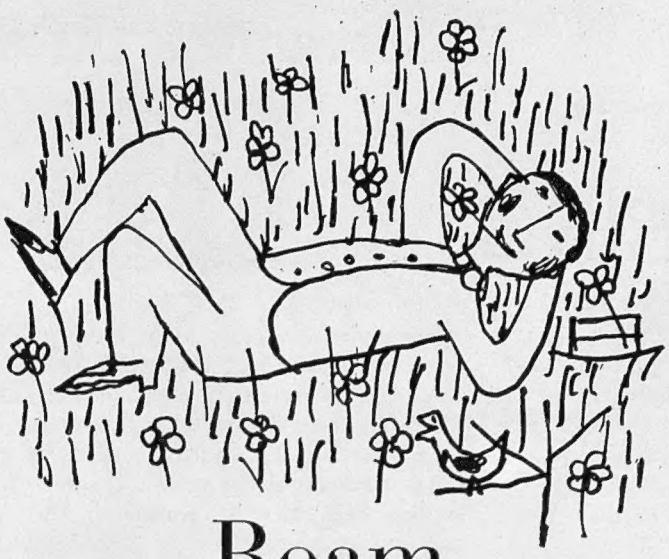
Joseph thinks that not enough people think of ensuring the most efficient and smooth service by ordering the same menu and wines, preferably in advance for their guests these days. He remembers the great eccentrics of the '20's and '30's who entertained in a most lavish manner. One of them, Lord Lonsdale, who was known as the "yellow earl" on account of his primrose racing colours, used to leave all the arrangements for a dinner party to the restaurant manager.

Nowadays, this is not often done, for people take a greater interest in selection, but much too often nothing is ordered in advance and too much is left to memory and chance. One guest may have ordered sprouts, the other French beans as a green vegetable; who can be expected to sort this out accurately, especially if the party consists of a dozen or more guests. I know that people have likes and dislikes, but surely no one would expect to order their meal from a menu when dining at a friend's house. Not knowing too much about my guests' tastes, I would avoid ordering unusual dishes, such as escargots or even oysters, playing for safety. If in spite of this precaution somebody absolutely hated one of the courses, in a restaurant it is always possible to substitute something else quickly. So my plan is to order one menu for the whole group whenever possible and the same wines to accompany the dishes. Think of all the delay and wavering while choosing that is avoided. It is also less embarrassing for most people not to have to make their own choice. Both the kitchen and the dining room staff will find their jobs much easier and the result is the best service possible.

For my lunch at Grosvenor House, I had two of the restaurant's specialities. First, a creation of the restaurant chef M Roger Couchie, Timbale de Homard Palestine. This is lobster cooked in white wine, flamed with brandy, further cooked with tomato, garlic, shallot, parsley and curry powder in the oven and served over a bed of plain boiled rice. The next course was a classic, Poussin desossé Duroc. A poussin (small spring chicken) is boned and stuffed with a mousse made with foie gras and truffles and cooked in a Madeira sauce. We finished the lunch with l'Ananas rafraichi au Kirsch. The wines were a delicious 1959 Meursault shipped by J. B. Reynier, and a Château Ausone 1955. As there were only two of us we had a half bottle of each, and this may account for the more forward, smooth perfection of the claret. By the way Grosvenor House show the names of shippers of many wines on their list, one wonders why they don't make this the universal rule. I always think that it is a great help to know the name of a shipper when choosing from a wine list.

1959 Champagnes from Heidsiecks

Charles Heidsieck have introduced recently their 1959 vintage at a tasting given at The Dorchester, although I was told that the stocks of their previous declared vintage, 1955, are not yet fully exhausted. The new vintage is a pleasant wine, fuller than average as one would expect of that sunny year. In fact a larger proportion of wine made of white grapes went into this blend than usual to keep it light. This is by no means the first of the 1959 champagnes to be shown, they come on the market much younger these days than they used to.



Roam the Continent – Rest in Switzerland

Spice your travel adventures with
a refreshing holiday in Switzerland,
the Playground of Europe

Switzerland on Show: Swiss National Exhibition
Lausanne April 30th – October 25th, 1964
Please see your Travel Agent
or the Swiss National Tourist Office
458, Strand, London W. C. 2

YOU can bring joy . . .

. . . to the 3,000 children in the
40 branches of the National Children's Home.
The Home, nation wide but not nationalised,
depends on voluntary contributions from people
like you. Please give generously.

NATIONAL CHILDREN'S HOME

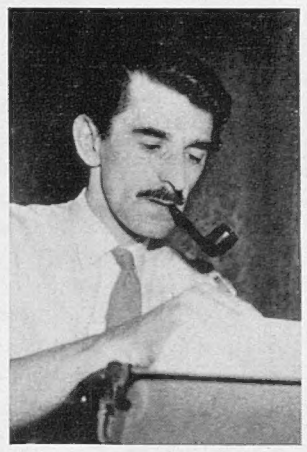
Send your contributions NOW to
The Principal,
The Rev. John Waterhouse, O.B.E.
Highbury Park,
London, N.5.

New Fiction

H. E. BATES

The Fabulous Mrs. V.

(16s.)



STAN BARSTOW

Joby

(16s.)

In demand everywhere

TUTANKHAMEN

Christiane Desroches Noblecourt

(60s. Illustrated in full colour)

I Know What I'm Worth

VICKY BAUM

(30s. Illus.)

Notes of a Native Son

Nobody Knows My Name

JAMES BALDWIN

(21s. each)

Duet for a Lifetime

KAY HUNTER

(21s. Illus.)

Gillies: Surgeon Extraordinary

REGINALD POUND

(30s. Illus.)

MICHAEL JOSEPH

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

BAD WEATHER MOTORING

472 I drove to Geneva for the Swiss Motor Show in a Jaguar Mark X lent me by Mr Barry Heath, managing director of Triplex, who make most of the safety glass for Britain's cars. He invited me to use it because it is fitted with an experimental, electrically heated windscreen and with electrically heated wing mirrors. (It also has a heated rear window, but that is no novelty nowadays. They have been fitted to all Rolls-Royce and Bentley cars as standard for some time.)

Mr Heath, a Royal Auxiliary Air Force fighter pilot who won the D.F.C. in the Battle of Britain, has borrowed an idea from the aircraft industry to make his experimental windscreen proof against misting and icing. It is a laminated screen, and the vinyl interlayer is " painted " with a very thin film of molecular gold. This heats up when electric current is switched on.

The supply of current is controlled by a special three-position switch by means of which it is possible to heat the screen to half the maximum temperature for de-misting; to heat the driver's side at full temperature; or to heat the whole screen at full strength. A golden coating is also used to heat the wing mirrors, which have a separate switch; as also has the rear window, heated in a conventional way by a grid of wires (tungsten in this case) so fine that you can't see them with the naked eye.

With each of these three special switches there is a warning light, for when Barry Heath's de-icing system is in full blast the drain on the battery is considerable; so much so that an alternator is used instead of the usual dynamo. This is heavier and bulkier than an ordinary generator, but it gives the battery a charge even when the engine is idling. A sensing element in the glass lamination registers on a thermometer fitted to the dashboard and the ambient temperature is also shown. For this experiment there is also a meter to record in hours and minutes the use being made of the heated screen.

I had little opportunity of seeing how well the screen copes with frost and snow, though rally driver Tom Wisdom, who used one of these golden screens in an MG 1100 on the Monte Carlo Rally, assures me that they are most effective. I myself can testify that they stop misting almost magically even on a wet, muggy night with a car full of people. The gold film gives the screen a pronounced yellow tint. This arouses much curiosity among other motorists, and from the practical point of view I think the glass is a little too dark, especially driving in dull weather or at dusk in misty conditions when in order to see well a motorist needs all the light he can get.

The Geneva Show produced no surprises, but was full of interest. As the first major international motor show of the year it is always an important meeting-place for leading figures in the European car industry. Britain, which has nearly doubled its share of the Swiss market in three years, was well represented at Geneva.

The main firms, conscious of the fact that Britain's share of the market is still only 16 per cent., compared with Germany's 46 per cent., are spending a lot of energy and money on sales promotion in this bustling, restless country, and business this year will undoubtedly be helped by the new British models which made their first appearance at the Geneva Show, including the Vauxhall Viva, Triumph 2000, BMC's new Cooper " S " models (970 c.c. for £671 and 1,275 c.c. for £755 compared with £695 for the original 1,071 c.c. model), Rover 2000, Ford Corsair and BMC's much improved Healey Sprite and M.G. Midget sports two-seaters.

Another new British model seen at Geneva for the first time is the 4-litre Aston Martin DB5, on which a Borg-Warner automatic gearbox is available, and I had an opportunity of driving the automatic version owned by Miss Denise McCann, chairman of the British School of Motoring. Miss McCann's Aston was the first to be delivered on the home market with the self-changing gearbox. Her trip to Geneva was her first long run in this 150 m.p.h. luxury two-seater (it has electrically operated windows) and she told me she is most impressed by the way in which the Borg-Warner box marries in with the Aston's many well-proven virtues. I, too, like the automatic DB5. Use of a self-changing gearbox on a car of such high performance and sporting characteristics might seem sacrilegious but my scepticism disappeared on driving it.

Proof and publicity

Britain's big car firms are using motor sport more and more to prove and publicise their products. Ford and BMC are both spending more money than ever this year on racing and rallying; the Rootes Group have appointed a new competitions manager—Mr Marcus Chambers—who once did a similar job for BMC; and Standard-Triumph International are returning to Le Mans with a special racing version of their lively little Triumph Spitfire.

Ford took world champion Jim Clark to Geneva with them to help put over the message that they have planned a busier racing season than ever before, with 124 events of various kinds throughout the world. They are making serious bids for the European and British saloon car championships with their Lotus-Cortina. With the same potent car they are also, for the first time, undertaking a considerable racing programme in the US, with Jim Clark and Peter Arundell driving. In the European championship their drivers will be Sir John Whitmore and Henry Taylor.

The new S-type Coopers to which I referred just now are certain to play a big part in BMC's programme, organised by Stuart Turner. Standard-Triumph are returning to Le Mans after an absence of two years. When last there, in 1961, three Triumphs captured the team award. In this year's race, in June, they are using 1,147 c.c. Spitfires with special racing bodies.

Triumph Spitfires have also been entered for the tough Alpine Trial next month. They will have the engine conversion now offered by Standard-Triumph as an optional extra with a guaranteed 90 b.h.p. Later this year, S-TI take part for the first time in the Tour de France, which consists mainly of a number of speed tests on racing circuits; and the gruelling Liège-Sofia-Liège event will mark the competition debut of the Triumph 2000 five-seat saloon. If all goes well the 2000 will be entered for the Safari Rally next year.

Rootes have entered, for Le Mans, two of their new V-8 Sunbeam Alpines, which use a 4·2-litre Ford engine to give 160 b.h.p. and a top speed of over 120 m.p.h. These two-seaters will look very much like the 1·6-litre, 4-cylinder Alpine and I for one was surprised to learn that the big American engine fitted the normal power house of this trim little car.

This Fiat 2300 S " Lausanne 1964 " Special Coupé, built by Pininfarina, was one of the first cars through the new Great St. Bernard road tunnel at the opening ceremony on March 19. The tunnel is a road link between Switzerland and Italy

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13-15 John Adam Street, London, W.C.2, and Printed in England by KELLHER, HUDSON & KEARNS LTD., Hatfields, London, S.E.1. SATURDAY. MARCH 28, 1964. Second-Class postage paid at New York, New York.

TO THE CONTINENT . . .

. . . the shortest way
the low cost way
the luxury way

ONLY **90** MINUTES CROSSING TIME

BY

TOWNSEND

LUXURY **CAR FERRY** M.V. FREE ENTERPRISE

DOVER - CALAIS

- Small car tariff from as little as £5 return
- Reduced rates for caravans
- 4 sailings per day during peak periods

CUT YOUR CAMPING COSTS! Send for details of **TOWNSEND CAMP HIRE SCHEME.** By collecting your equipment and returning it at our Calais Depot you can take advantage of our daily hire rates and save up to 2 days hire charges. Special reduction for **FREE ENTERPRISE** passengers.

SEND FOR FREE BROCHURE SHOWING SAILINGS AND TARIFF

TOWNSEND BROS. FERRIES LTD. NUFFIELD HOUSE, 41 PICCADILLY, LONDON W.1 Telephone: REGENT 4431

FOR BUSINESS FRIENDS OR CLIENTS OVERSEAS— WHAT BETTER OR MORE WELCOME GIFT?

From all points of view a subscription to THE SPHERE is *just right!* This intensely readable and magnificently illustrated journal is a gift that never misses the mark. Its arrival is looked forward to every week—a pleasant reminder of the giver—and we enclose a card with the first issue giving your name as donor. Subscription rate for 12 months (52 issues plus the Christmas Number) £8 4s. 0d.

Your regular newsagent or bookstall will gladly arrange a subscription for you. Alternatively, you can write to: The Publisher, "The Sphere," Ingram House, John Adam Street, London, W.C.2, enclosing remittance.

FRIEND OF AGED AND DISABLED SEAFARERS

Unknown to many outside shipping circles, the ROYAL ALFRED Seamen's Society has quietly befriended the Merchant Seamen in distress, since 1865.

130 infirm or aged seafarers are cared for in the modern ROYAL ALFRED Home at Belvedere and three thousand deserving cases are receiving regular assistance annually. The Royal Alfred needs your help to finance this essential work. Brochure gladly sent on request.

PATRON: H.M. THE QUEEN

Please send a gift now or remember the Society in your will.

Hon. Treasurer, Sir Ernest H. Murrant, K.C.M.G., M.B.E.

Royal Alfred **MERCHANT SEAMEN'S SOCIETY**

126(G) Balham High Road, London, S.W.12

UPPER BAVARIA

Information and folders: German Tourist Information Bureau, 61, Conduit Street, London W 1 or Fremdenverkehrsverband MÜNCHEN-OBERBAYERN, MÜNCHEN 15, Sonnenstraße 10.

MUNICH Richard Strauss Festival Year 1964

21—31 May: International Handicrafts Fair. — 5 June—27 Sept: 1964 Munich Art Exhibition. — 5—26 July: Nymphenburg Summer Festival. — 19—27 Sept: IKOFA — International Groceries and High-Class-Provision Fair. — 19 Sept—4 Oct: OKTOBERFEST. — 16—25 October: 9th German Arts and Antiques Fair.

BERCHTESGADENER LAND The popular Alpine vacation land — Lakes Königssee and Hintersee. Motor roads leading up to 5.900 ft. — Cable railways — Bathing beaches — Concerts — Entertainment — Full-board arrangements. Request leaflets and information from KURDIREKTION BERCHTESGADEN.

GARMISCH-PARTENKIRCHEN

World-renowned center of the Bavarian Alps. (2.325 to 9.725 ft.) At Olympic-Route Munich—Garmisch-Partenkirchen—Innsbruck and at German "Alpenstrasse". 9 mountain-railways. Germany's highest peak. Crystal-clear lakes. Historical churches and castles. Art treasures. Bavarian folklore. International hotels. Casino. **PARKHOTEL ALPENHOF.** — Leading. — Best central situation. **HOTEL HUSAR.** Quiet. 1st cl. cuisine. Full board from DM 23,—.

MITTENWALD the famous Alpine resort

amidst big forests and lakes. — 3.000 to 3.400 ft. above sea level. - Swimming pools. - Well-kept promenades. - Good hotels.

VERSATILE . . .

ORB-STAMPED HARRIS TWEED is the tweed of many talents. It wears like a charm, looks very expensive, and is always acceptable in company. Women who know, have at least one coat or suit in their wardrobes made from this traditionally famous tweed.

The Orb Mark is your safeguard that the tweed has been *independently* inspected according to regulations approved by the Board of Trade, and that it is *wholly produced in the Islands of the Outer Hebrides.*

So, always look for the Orb Mark before you buy —

HARRIS TWEED

HAND WOVEN
Harris Tweed
THE HARRIS TWEED ASSOCIATION LTD.
REGISTERED TRADE MARK Nº 319214
APPLIED IN ACCORDANCE WITH REGULATIONS APPROVED BY THE BOARD OF TRADE
HARRIS TWEED
COMPLETELY PRODUCED IN THE OUTER HEBRIDES FROM PURE SCOTTISH WOOL

Issued by The Harris Tweed Association Ltd.

...and with cigarettes too, there's the new way. It's typical of Britain to welcome the best of the new and conserve the best of the old...and Rothmans King Size are the new way in cigarettes, part of the changing face of Britain today. Backed by well over half a century's experience in the making of fine cigarettes, Rothmans, first King Size in Britain and the world, give you extra length, a finer filter and the best tobacco money can buy.

First in Britai

Priced at 4/6 for Twenty.

Rothmans King Size—smooth, really satisfies.

WORLD COPYR